United States Court of Appeals

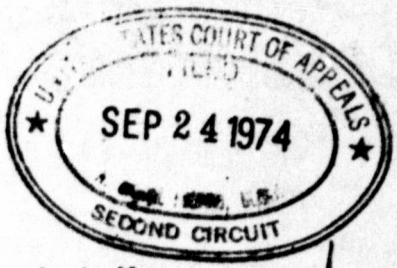
for the Second Circuit

APPENDIX

74-1611

UNITED STATES COURT OF APPEALS

FOR THE SECOND CIRCUIT



REA EXPRESS, INC.

Petitioner,

v.

CIVIL AERONAUTICS BOARD

Respondent.

Docket No.

74-1611

B/P/5

JOINT APPENDIX - VOLUME V - EXHIBITS

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September 25, 1974

PAGINATION AS IN ORIGINAL COPY

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Cities at Which Applicant Maintains Air Freight Terminal Facilities*

Following is the list of cities at which applicant currently maintains air freight terminal facilities, categorized by type of facility: (A) stations operated by employees of applicant, (B) stations operated pursuant to an exclusive agency contract with applicant, and (C) stations operated pursuant to a non-exclusive agency contract with applicant.

A. Employee Stations

Atlanta, Georgia
Boston, Massachusetts
Bridgeport, Connecticut
Buffalo, New York
Charlotte, North Carolina
Chicago, Illinois
Cincinnati, Ohio
Cleveland, Ohio
Columbus, Ohio
Dallas, Texas
Dayton, Ohio
Denver, Colorado
Detroit, Michigan
Hartford, Connecticut
Houston, Texas
Kansas City, Missouri
Los Angeles, California
Memphis, Tennessee
Miami, Florida
Minneapolis, Minnesota
Nashville, Tennessee
Newark New Jersey
Jamaica, New York
Philadelphia, Pennsylvania
St. Louis, Missouri
San Diego, California
Washington, D. C.

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* Response to Request for Information from Air Freight Forwarder Applicants, Item No. 1.

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B. Exclusive Agent Stations

Pittsburgh, Pennsylvania

Portland, Oregon

San Francisco, California

C. Non-Exclusive Agent Stations

Alabama
Anniston
Birmingham
Dothan
Huntsville
Marion
Mobile
Montgomery
Tuscaloosa

Alaska
Anchorage
Fairbanks
Juneau

Arizona
Phoenix
Tucson

Arkansas
El Dorado
Fort Smith
Little Rock
Pine Bluff

California
Bakersfield
Chico
El Centro
Eureka
Fairfield
Fresno
Modesta
Monterey
Napa
Oxnard
Redding
Roseville
Lincoln
Salinas
Santa Rosa
Stockton
Vallejo

Colorado
Colorado Springs
Greeley
Sterling

Delaware
Wilmington

Florida
Daytona Beach
Tampa
Ft. Pierce
Gainesville
Jacksonville
Melbourne
Marianna
Orlando
Pensacola
Tallahassee
West Palm Beach

Georgia
Albany
Augusta
Columbus
Dublin
Gainesville
Mason
Savannah

Hawaii
Honolulu

Idaho
Idaho Falls
Pocatello
Twin Falls
Lewiston
Boise

Illinois
Bloomington
Champaign
Danville
Decatur
Moline
Mt. Vernon
Peoria
Galesburg
Kankakee
Rockford
Springfield
Quincy

Indiana
Bloomington
Evansville
Fort Wayne
Indianapolis
Lafayette
Marion
Muncie
South Bend
Terre Haute

Iowa
Burlington
Cedar Rapids
Clinton
Decorah
Des Moines
Dubuque
Mason City
Sioux City
Waterloo

Kansas
Concordia
Lawrence
Salina
Topeka
Wichita
Ogden
South Hutchinson

Kentucky
Bowling Green
Hopkinsville
Lexington
Louisville
Owensboro

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Louisiana
Alexandria
Baton Rouge
Covington
Houma
Lake Charles
Monroe
Metaire
Shreveport
Lafayette

Maine
Augusta
Bangor
Camden
Lewiston
Portland
Presque Isle
Waterville

Maryland
Baltimore

Massachusetts
Hyannis
New Bedford
Pittsfield

Michigan
Flint
Grand Rapids
Houghton
Battle Creek
Lansing
Marquette
Muskegon
Midland

Minnesota
Albert Lea
Duluth
Fairmont
Hibbing
Litchfield
Mankato
Rochester
St. Cloud
Worthington

Mississippi
Gulfport
Jackson

Missouri
Columbia
Joplin
Moberly
Springfield

Montana
Billings
Butte
Great Falls
Hamilton
Missoula

Nebraska
Grand Island
Lincoln
Omaha

Nevada
Las Vegas
Reno

New Hampshire
Exeter
Kune
Wh. River
Junction
Manchester
Wolfeboro

New Jersey
Atlantic City

New Mexico
Albuquerque
Clovis
Las Vegas
Santa Fe

New York
Albany
Binghamton
Cortland
Elmira
Harnell
Ithaca
Jamestown
Kingston
Middleton
Newburgh
Oneida
Plattsburgh
Rochester
Syracuse
Utica
Watertown

N. Carolina
Asheville
Fayetteville
Rocky Mount
Goldsboro
Hickory
Kinston
New Bern
Raleigh
Charlotte
Greensboro
Smithfield
Wilmington
Wilson

N. Dakota
Bismark
Fargot
Minot

Ohio
North Canton
Findlay
Luna
Toledo
Warren

Oklahoma
Oklahoma City
Tulsa

Oregon
Corvallis
Eugene
Roseburg
Salem

Pennsylvania
Allentown
Erie
Harrisburg
Johnstown
New Cumberland
Reading
Avoca
Lancaster

Rhode Island
Newport
Providence

S. Carolina
Charleston
W. Columbia
Greenville

Domestic Air Express, Inc.
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S. Dakota
Aberdeen
Brookings
Rapid City
Sioux Falls
Vermillion

Tennessee
Clarksville
Chattanooga
Cleveland
Knoxville
Kingsport

Texas
Abilene
Amarillo
Austin
Corpus Christi
El Paso
Freeport
Longview
Midland
Lubbock
San Antonio
Nash
Tyler
Waco
Beaumont
Sherman

Utah
Salt Lake City

Vermont
S. Burlington

Virginia
Charlottesville
Lynchburg
Fredericksburg
Martinsville
Virginia Beach
Newport News
Richmond
Roanoke
Winchester

W. Virginia
Charleston
Clarksburg
Huntington
Martinsburg
Morgantown
Williamson
Parkersburg

Wisconsin
Janesville
Eau Claire
Green Bay
La Crosse
Madison
Marshfield
Milwaukee
Oshkosh
Wausau

Washington
Bellingham
Seattle
Spokane
Walla Walla
Yakima

Wyoming
Casper
Cheyenne
Thermopolis

In addition to the foregoing non-exclusive agent stations, applicant maintains non-exclusive agency facilities at the following locations for performing the pickup, delivery and terminal servicing of shipments of radioactive drugs.

Atlanta, Georgia
Baton Rouge, Louisiana
Beaumont, Texas
Boston, Massachusetts
Charlotte, North Carolina
Cincinnati, Ohio
Columbus, Ohio
Dallas, Texas
Detroit, Michigan
Flushing, New York
Houston, Texas
Indianapolis, Indiana
Kansas City, Missouri
Miami, Florida
Muscle Shoals, Alabama
New Orleans, Louisiana
Oklahoma City, Oklahoma
Philadelphia, Pennsylvania

Domestic Air Express, Inc.
Express Service Investigation
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Pittsburgh Pennsylvania	**San Antonio, Texas**	**Shreveport, Louisiana**
Richmond, Virginia	**San Francisco, California**	**Tulsa, Oklahoma**

Docket 22388

Exhibit EAF-1
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(Response to App. C, II. 1)

A. LIST OF CITIES AT WHICH EMERY MAINTAINS AIR FREIGHT TERMINAL FACILITIES. ASTERISKS (*) DENOTE THOSE CITIES UNDER AN AGENCY CONTRACT.

Abilene, Texas	*	Charleston, S. C.	*
Akron, Ohio		Charleston, W. Va.	*
Albany, N.Y.		Charlotte, N.C.	
Albuquerque, N.M.	*	Chattanooga, Tenn.	*
Alexandria, La.	*	Cheyenne, Wy.	*
Allentown, Pa.	*	Chicago, Ill.	
Amarillo, Texas	*	Cincinnati, Ohio	
Anchorage, Alaska	*	Cleveland, Ohio	
Anderson, S. C.	*	Colorado Springs, Colo.	*
Asheville, N.C.	*	Columbia, S. C.	*
Atlanta, Ga.		Columbus, Ga.	*
Augusta, Ga.	*	Columbus, Ohio	
Austin, Texas	*	Corpus Christi, Texas	*
Bakersfield, Calif.	*	Dallas, Texas	
Baltimore, Md.		Dayton, Ohio	
Baton Rouge, La.	*	Denver, Colo.	
Beaumont, Texas	*	Des Moines, Iowa	*
Billings, Mont.	*	Detroit, Mich.	
Binghamton, N.Y.	*	Duluth, Minn.	*
Birmingham, Ala.		El Dorado, Ark.	*
Boise, Idaho	*	Elmira, N.Y.	
Boston, Mass.		El Paso, Texas	*
Bristol, Va.	*	Erie, Pa.	*
Bridgeport, Conn.	*	Eugene, Oreg.	*
Brownsville, Texas	*	Evansville, Ind.	*
Buffalo, N.Y.		Fairbanks, Alaska	*
Burlington, Iowa	*	Fargo, N.D.	*
Burlington, Vt.	*	Fayetteville, Ark.	*
Casper, Wy.	*	Fort Smith, Ark.	*
Cedar Rapids, Iowa	*	Fort Wayne, Ind.	

Fresno, Calif.	*	Monroe, Ill.	*
Great Falls, Mont.	*	Monterey, Calif.	*
Grand Rapids, Mich.		Montgomery, Ala.	*
Greensboro, N.C.		Montreal, Canada	
Greenville, S.C.		Muskegon, Mich.	*
Harrisburg, Pa.		Nashville, Tenn.	
Hartford, Conn.		Newport News, Va.	*
Honolulu, Hawaii		New York, N.Y.	
Houston, Texas		Newark, N.J.	
Huntington, W. Va.	*	New Orleans, La.	
Huntsville, Ala.	*	Norfolk, Va.	*
Indianapolis, Ind.		Oklahoma City, Okla.	
Jackson, Miss.	*	Omaha, Neb.	
Jacksonville, Fla.		Orlando, Fla.	
Joplin, Mo.	*	Parkersburg, W. Va.	*
Kansas City, Mo.		Pasco, Wash.	*
Knoxville, Tenn.	*	Pensacola, Fla.	*
Lafayette, La.	*	Peoria, Ill.	*
Lake Charles, La.	*	Philadelphia, Pa.	
Lancaster, Pa.	*	Phoenix, Ariz.	
Lansing, Mich.	*	Pittsburgh, Pa.	
Laredo, Texas	*	Portland, Maine	*
Las Vegas, Nev.	*	Portland, Oreg.	
Lexington, Ky.		Providence, R.I.	
Lincoln, Neb.	*	Pueblo, Colo.	*
Little Rock, Ark.	*	Raleigh, N.C.	*
Los Angeles, Calif.		Reno, Nev.	*
Louisville, Ky.		Richmond, Va.	
Lubbock, Texas	*	Roanoke, Va.	*
Lynchburg, Va.	*	Rochester, N.Y.	
Macon, Ga.	*	Sacramento, Calif.	
Madison, Wisc.	*	Saginaw, Mich.	
Manchester, N.H.	*	Savannah, Ga.	*
Memphis, Tenn.		St. Louis, Mo.	
Miami, Fla.		Salt Lake City, Utah	
Midland, Texas	*	San Antonio, Texas	
Milwaukee, Wisc.		San Diego, Calif.	
Minneapolis, Minn.		San Francisco, Calif.	
Mobile, Ala.	*	San Juan, P.R.	
Moline, Ill.	*	Scranton, Pa.	*

Seattle, Wash.		Trenton, N. J.	
Shreveport, La.	*	Tulsa, Okla.	
Sioux City, Iowa	*	Tucson, Ariz.	*
South Bend, Ind.		Utica, N. Y.	
Spokane, Wash.	*	Vancouver, B. C., Canada	
Springfield, Ill.	*	Visalia, Calif.	*
Springfield, Mo.	*	Washington, D. C.	
Stockton, Calif.	*	Waterloo, Iowa	*
Syracuse, N. Y.		West Palm Beach, Fla.	*
Tampa, Fla.		Wichita, Kansas	
Texarkana, Texas	*	Williamsport, Pa.	*
Toledo, Ohio	*	Wilmington, N. C.	*
Toronto, Canada		Yakima, Wash.	*
Traverse City, Mich.	*	Youngstown, Ohio	*

B. LIST OF CITIES AT WHICH EMERY PROVIDES TARIFF SERVICE USING THE LOCAL ACI AIRLINE DELIVERY SERVICE IN THE NAME OF EMERY.

Aberdeen, S. D.	Flagstaff, Ariz.
Aberdeen, Wash.	Fort Dodge, Iowa
Alamogordo, N. M.	Grand Forks, N. D.
Bangor, Maine	Grand Junction, Colo.
Baker, Oreg.	Harlingen, Texas
Bismarck, N. D.	Havre, Mont.
Bozeman, Mont.	Helena, Mont.
Butte, Mont.	Hobbs, N. M.
Carlsbad, N. M.	Hot Springs, Ark.
Chico, Calif.	Idaho Falls, Idaho
Clovis, N. M.	Jackson, Wy.
Cody, Wy.	Juneau, Alaska
Corvallis, Oreg.	Kalispell, Mont.
Crescent City, Calif.	Kingman, Ariz.
Dubuque, Iowa	Klamath Falls, Oreg.
Elkins, W. Va.	Lewiston, Idaho
Ephrata, Wash.	Lewistown, Mont.
Eureka, Calif.	Longview, Texas
Farmington, N. M.	Lufkin, Texas
Fayetteville, N. C.	Marysville, Calif.

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McAllen, Texas
Medford, Oreg.
Merced, Calif.
Meridian, Miss.
Miles City, Mont.
Minot, N. D.
Missoula, Mont.
Modesto, Calif.
New Bern, N. C.
North Bend, Oreg.
Palm Springs, Calif.
Paso Robles, Calif.
Pellston, Mich.
Pendleton, Oreg.
Pullman, Wash.
Quincy, Ill.
Rapid City, S. D.
Red Bluff, Calif.
Riverton, Wy.
Rochester, Minn.
Roswell, N. M.
San Angelo, Texas
Santa Maria, Calif.
Sault-Ste. Marie, Mich.
Sheridan, Wy.
Silver City, N. M.
Sioux Falls, S. D.
Tallahassee, Fla.
Temple, Texas
Twin Falls, Idaho
Tyler, Texas
Waco, Texas
Walla Walla, Wash.
Watertown, S. D.
Wenatchee, Wash.
Wichita Falls, Texas
Winslow, Ariz.
Worland, Wy.
Yuma, Ariz.

1295(a)

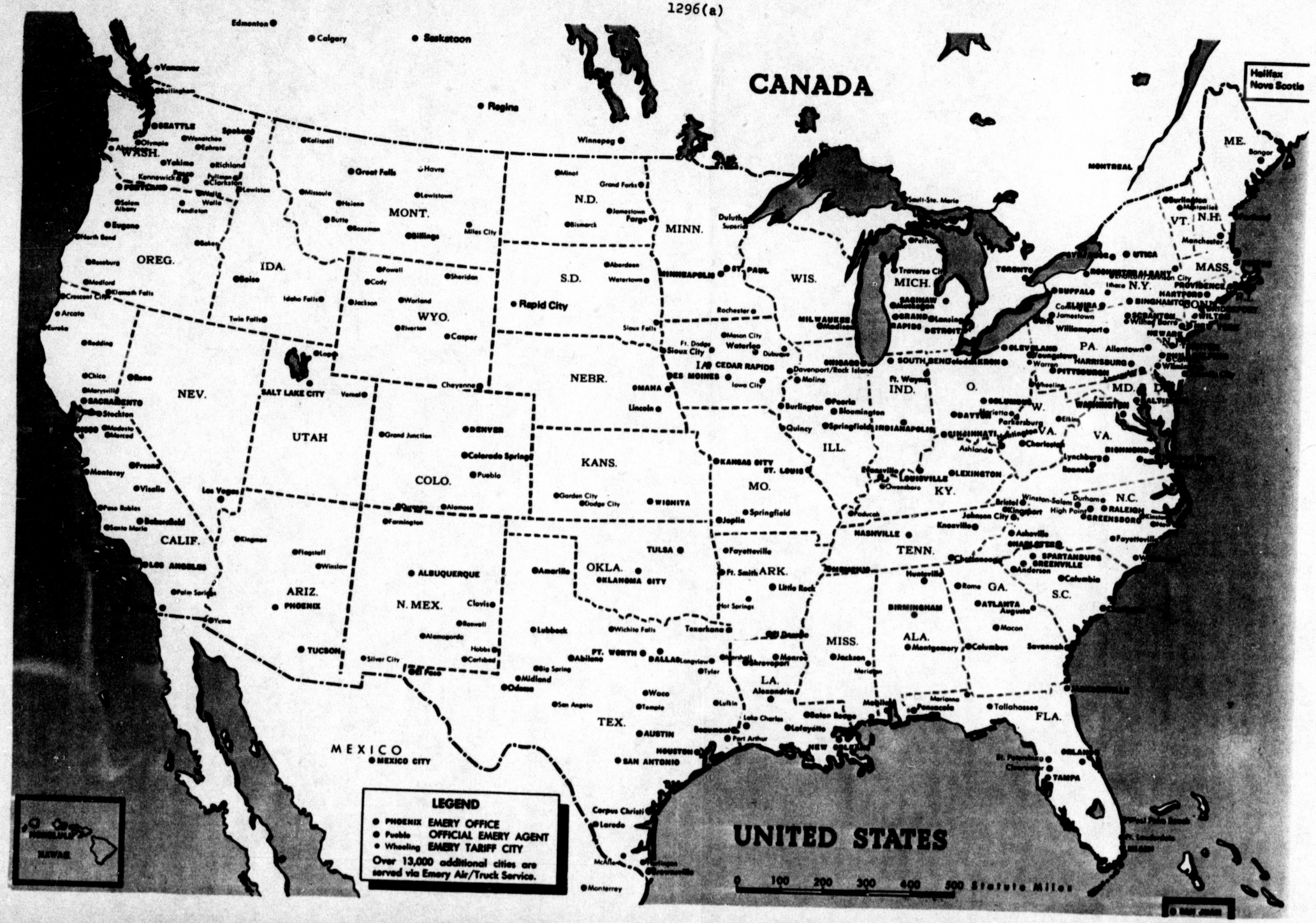
Express Service Investigation
EAF-17

EMERY



AIR FREIGHT

EMERY AIR FREIGHT


CANADA
Edmonton
Calgary
Saskatoon
Regina
Winnipeg
Vancouver
Halifax
Nova Scotia
MONTREAL
TORONTO
UTICA
BUFFALO
Sault Ste. Marie
Duluth
Superior
Minneapolis
St. Paul
Rochester
Traverse City
MICH.
Saginaw
Bay City
Grand Rapids
Lansing
Detroit
Milwaukee
Madison
Chicago
WIS.
MINN.
N.D.
S.D.
MONT.
WYO.
NEBR.
COLO.
KANS.
IDA.
OREG.
WASH.
NEV.
UTAH
CALIF.
ARIZ.
N. MEX.
OKLA.
TEX.
IA.
Cedar Rapids
Des Moines
Davenport/Rock Island
Moline
Iowa City
Omaha
Lincoln
Denver
Colorado Springs
Pueblo
Grand Junction
Cheyenne
Salt Lake City
Rapid City
Sioux Falls
Sioux City
Ft. Dodge
Mason City
Waterloo
Dubuque
Aberdeen
Watertown
Jamestown
Fargo
Grand Forks
Minot
Bismarck
Great Falls
Havre
Billings
Miles City
Missoula
Helena
Butte
Bozeman
Lewiston
Kalispell
Spokane
Wenatchee
Ephrata
Yakima
Richland
Kennewick
Pasco
Pullman
Clarkston
Walla Walla
Pendleton
Salem
Albany
Eugene
North Bend
Roseburg
Medford
Klamath Falls
Crescent City
Arcata
Eureka
Redding
Chico
Reno
Marysville
Sacramento
Stockton
Modesto
Merced
Fresno
Monterey
Visalia
Las Vegas
Paso Robles
Bakersfield
Santa Maria
Los Angeles
Palm Springs
Kingman
Flagstaff
Winslow
Yuma
Phoenix
Tucson
Silver City
Albuquerque
Farmington
Gallup
Santa Fe
Clovis
Roswell
Alamogordo
Hobbs
Carlsbad
Amarillo
Lubbock
Abilene
Big Spring
Midland
Odessa
Wichita Falls
Fort Worth
Dallas
Longview
Tyler
Waco
Temple
San Angelo
Austin
San Antonio
Houston
Corpus Christi
Laredo
Texarkana
Hot Springs
Little Rock
Fayetteville
Ft. Smith
Joplin
Springfield
Kansas City
St. Louis
Quincy
Peoria
Bloomington
Burlington
Springfield
Indianapolis
Ft. Wayne
South Bend
Gary
Hammond
Evansville
Louisville
Lexington
Owensboro
Paducah
Nashville
Knoxville
Chattanooga
Memphis
Huntsville
Birmingham
Montgomery
Mobile
Pensacola
Tallahassee
Jackson
Meridian
Vicksburg
Shreveport
Monroe
Alexandria
Lake Charles
Beaumont
Port Arthur
Galveston
Houston
New Orleans
Baton Rouge
Lafayette
Atlanta
Augusta
Macon
Columbus
Savannah
Jacksonville
Tampa
St. Petersburg
Clearwater
Orlando
Miami
Fort Lauderdale
West Palm Beach
Daytona Beach
Charleston
Parkersburg
Ashland
Cincinnati
Dayton
Springfield
Columbus
Akron
Cleveland
Youngstown
Warren
Pittsburgh
Wheeling
Steubenville
Weirton
Washington
Baltimore
Allentown
Harrisburg
Philadelphia
Wilmington
Dover
Salisbury
Norfolk
Richmond
Lynchburg
Roanoke
Bristol
Kingsport
Johnson City
Winston-Salem
Durham
Raleigh
Greensboro
High Point
Asheville
Hickory
Spartanburg
Greenville
Anderson
Columbia
Charlotte
Fayetteville
Wilmington
Florence
Myrtle Beach
Charleston
Savannah
Albany
Macon
Augusta
Atlanta
Rome
Gadsden
Anniston
Tuscaloosa
Meridian
Hattiesburg
Gulfport
Biloxi
Pascagoula
Mobile
Montgomery
Selma
Dothan
Albany
Valdosta
Tallahassee
Panama City
Pensacola
Fort Walton Beach
Destin
Crestview
Marianna
Dothan
Albany
Valdosta
Jacksonville
Orlando
Tampa
Sarasota
Fort Myers
Naples
Miami
Fort Lauderdale
West Palm Beach
Daytona Beach
Gainesville
Ocala
Lakeland
Winter Haven
Melbourne
Vero Beach
Fort Pierce
Stuart
Key West
Key Largo
Marathon
Homestead
Miami Beach
Hialeah
Coral Gables
Kendall
Perrine
Cutler Ridge
Florida City
Homestead
Miami

1297(a)


Washington
Oregon
California
Idaho
Nevada
Utah
Arizona
Montana
Wyoming
Colorado
New Mexico
North Dakota
South Dakota
Nebraska
Kansas
Oklahoma
Texas
Minnesota
Iowa
Missouri
Arkansas
Louisiana
Wisconsin
Illinois
Michigan
Indiana
Ohio
Kentucky
Tennessee
Mississippi
Alabama
Georgia
Florida
South Carolina
North Carolina
Virginia
W. Virginia
Pennsylvania
New York
Maine
Vt.
N.H.
Mass.
Conn.
N.J.
Del.
Md.
SEATTLE
SPOKANE
PORTLAND
BOISE
BILLINGS
MISSOULA
HELENA
BUTTE
GREAT FALLS
FARGO
BISMARCK
MINNEAPOLIS
ST. PAUL
DULUTH
MILWAUKEE
MADISON
CHICAGO
DETROIT
CLEVELAND
PITTSBURGH
BUFFALO
ROCHESTER
ALBANY
BOSTON
DENVER
SALT LAKE CITY
OMAHA
KANSAS CITY
ST. LOUIS
DALLAS
HOUSTON
ATLANTA
MIAMI
ORLANDO
TAMPA
NEW ORLEANS
SAN FRANCISCO
LOS ANGELES
SAN DIEGO
PHOENIX
LAS VEGAS
SEATTLE
PORTLAND
SALT LAKE CITY
DENVER
CHICAGO
NEW YORK
BOSTON
MIAMI
HONOLULU
SAN JUAN

1298(m)

Korea

Hong Kong

Thailand

New Guinea

Sweden

Finland

Norway

Ireland

United Kingdom

Germany

Switzerland

Austria

France

Portugal

Spain

Italy

Turkey

Libya

United Arab Republic

Mid East

Iraq

Iran

Saudi Arabia

Africa

Nigeria

Uganda

Kenya

Rhodesia

Mozambique

South Africa

Natal

Tasmania

Emery Office
Emery Agent
Other Cities Served

SEPTEMBER, 1970, SURVEY DATA

Emery in September 1970 instituted a survey in sixteen city pairs designed to measure the transit times of four of its competitors, as compared with its own transit times, in the same city pairs and under the same exact times and conditions. The city pairs were NYC-CHI, NYC-SFO, NYC-DAL, CHI-NYC, CHI-SFO, CHI-DAL, DAL-NYC, DAL-LAX, DAL-SFO, DAL-CHI, LAX-NYC, LAX-CHI, LAX-DAL, SFO-NYC, SFO-CHI, and SFO-DAL. Five carriers (including Emery and REA) were tendered one shipment each in each of the sixteen city pairs for three succeeding days, making a total of two hundred forty shipments. The telephone calls to each of the five carriers for pickup were made at approximately the same time. This exhibit shows the time of delivery as either before noon or after noon of the next day (following pickup), second day, third day, beyond, or not received. In some instances the carrier did not provide any service and is so footnoted. The exhibit also shows a carrier not providing pickup in three instances.

The identities of the carriers surveyed other than REA and Emery are withheld because of possible injury through unfavorable publicity and unfair competitive useage.

EMERY "IN-HOUSE" COMPETITIVE TRANSIT TIME SURVEY - SEPTEMBER 1970

	Next Day AM	Next Day PM	2nd Day	3rd Day	Beyond 3rd Day	Not Received	No Service	No Pickup
#1 - EAF	30	12	3	0	1	2	0	0
		42						
#2 -	20	18	7	0	2	1	0	0
		38						
#3 - 1/	29	2	5	0	0	0	12	0
		31						
#4 -	22	13	9	0	1	3	0	0
		35						
#5 - REA	13	20	7	0	2	3	0	3
		33						

1/ This air forwarder, one of the smaller members of the industry, offered no service in four of the twelve markets surveyed.

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Exhibit EAF-R-26
Page 1 of 32 pages

REA'S EXHIBITS GROSSLY MISREPRESENT THE PURPORTED GEOGRAPHIC COVERAGE OF REA OFFICE SERVICES

Exhibit REA-326, entitled "Communities InWhich REA Maintains Offices But Air Freight Forwarders Do Not (Including Employees And Agents)" lists a total of 2,973 communities in the 50 states in which REA claims to have offices.

Emery employees have checked telephone directories and/or the appropriate telephone information operator to locate any Railway Express, REA or Air Express office in every community listed in Exhibit REA-326. Thus a check was made for phone listings at 2,973 points.

Out of these total cities checked, 2,030, or more than two-thirds, did not have any local telephone listing for Railway Express, REA or Air Express or had an "enterprise" or other similar listing of an REA office located elsewhere. The cities in which these situations obtained are those crossed out on the copy of Exhibit REA-326, reproduced on the following pages.*

The same test was conducted with regard to the 600 communities listed in REA-327 as ones in which REA maintains salaried offices. Our research revealed that 74 of these communities have no local phone numbers or only "enterprise" numbers. Of the 283 airport communities listed in REA-328 where REA allegedly maintains salaried offices, 17 have no local phone listing or had only "enterprise" numbers.

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* In California, for example, 36 points have no local numbers and 26 have no numbers at all.

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Exhibit No. REA-326
Page 1 of 20

COMMUNITIES IN WHICH REA MAINTAINS OFFICES BUT AIR FREIGHT FORWARDERS DO NOT (INCLUDING EMPLOYEES AND AGENTS)1/

(July 1971)

ALABAMA

~~Ademeville~~
Alexander City
Andalusia
~~Athens~~
Auburn
Auburn/Opelika
~~Bay Minette~~
Brewton
~~Calera~~
~~Camp Hill~~
~~Centreville~~
~~Clanton~~
Cullman
~~Dadeville~~
~~Demopolis~~
~~Enterprise~~
Eufaula
Evergreen
Foley
Ft. Payne
Gadsden
Haleyville
Jackson
Jasper
~~Lafayette~~
Lineville
~~Lioman~~
Monroeville
Montevallo
~~Oneonta~~
Ozark
Scottsboro
Selma
Sheffield
Siluria
Sylacauga
Troy
Tuskegee
Union Springs
~~Valley Head~~

ALASKA

~~Cordova~~
~~Healy~~
Ketchikan
~~Kotzebue~~
~~McKinley Park~~
~~Nenana~~
~~Nome~~
~~Palmer~~
~~Talkeetna~~
~~Unalakleet~~
~~Wasilla~~
~~Yakutat~~

ARIZONA

~~Ajo~~
~~Bisbee~~
~~Buckeye~~
Casa Grande
Coolidge
~~Douglas~~
Globe
~~Holbrook~~
Kingman
Nogales
~~Page~~
Prescott
Safford
~~Sierra Vista~~
~~Wickenburg~~
~~Willcox~~
Winslow

ARKANSAS

Arkadelphia
Batesville
~~Benton~~
~~Booneville~~
~~Brinkley~~
Blytheville
Camden
~~Carlisle~~
~~Clarendon~~
Conway
~~Corning~~
Crossett
~~De Queen~~
~~De Witt~~
~~Dumas~~
~~Earle~~
~~England~~
~~Perdyce~~
Forrest City
Harrison
Helena
~~Hope~~
Hot Springs
Hoxie/Jonesboro
~~Jacksonville~~
~~Magnolia~~
~~Malvern~~
Marianna
Marked Tree
Mc Gehee
~~Monticello~~
Morrilton
Mountain Home
~~Nashville~~
Newport
Osceola
Ozark
Paragould
~~Paris~~
~~Piggott~~
~~Pocahontas~~
~~Prescott~~
~~Rector~~
Rogers
Russellville
Searcy/Kensett
Siloam Springs
~~Stuttgart~~
Texarkana
~~Warren Wynne~~

CALIFORNIA

~~Al Turas~~
~~Avti~~
~~Atascadero~~
Banning
Barstow
Beaumont
~~Bishop~~
Blythe
Burbank/Glendale
Calexico
Chula Vista
Coalinga
~~Colusa~~
Crescent City
~~Delano~~
~~Fillmore~~
Fortuna
Grass Valley
~~Helm~~

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Exhibit No. REA-326
Page 2 of 20

CALIFORNIA (Cont'd)

~~Hemet~~
Hollywood
~~Huntington Beach~~
Jackson
~~Lakeport~~
~~Lompoc~~
~~Lone Pine~~
Long Beach
Los Banos
~~March Field~~
Marysville
~~Montone~~
~~Mojave~~
~~Montrose~~
~~Mt. Shasta~~
~~Needles~~
~~No. Hollywood~~
~~Oakdale~~
Oceanside
~~Ojai~~
~~Paso Robles~~
~~Patterson~~
~~Placerville~~
Pamona
~~Portola~~
Quincy
Ridgecrest
San Bernardino
San Carlos
San Clemente
San Rafael
Santa Monica
Santa Paula
~~Santa Susana~~
~~San Ysidro~~
Saugus
~~Shafter~~
Sonora
Suisun
~~Sucanville~~
Taft
~~Tehachapi~~
Torrance
Truckee
Tulare
~~Tule Lake~~
~~Turlock~~
Ukiah
~~Van Nuys~~
~~Wasco~~
~~Watsonville~~
Willits
~~Woodland Hills~~
Yreka

COLORADO

~~Akron~~
Alamosa
Aspen
Boulder
~~Brighton~~
~~Bruch~~
~~Burlington~~
~~Canon City~~
Craig
Durango
~~Eaton~~
Ft. Collins
~~Ft. Morgan~~
~~Fowler~~
Glenwood Springs
~~Granby~~
Gunnison
~~Idaho Springs~~
~~Julesburg~~
Kremmling
La Junta
Lamar
Las Animas
~~Leadville~~
Limon
~~Louviers~~
Loveland
Minturn
Montrose
~~Paonia~~
~~Rifle~~
Salida
~~Springfield~~
~~Steamboat Springs~~
Trinidad
Walsenburg
Windsor
~~Wray~~
~~Yuma~~

CONNECTICUT

~~Berlin~~
Danbury
~~East Hampton~~
~~Higganum~~
~~Kent~~
New London
Norwich
Stamford/Norwalk
~~Waterbury~~
~~Willimantic~~

DELAWARE

Centerville
Clayton
Dover
Felton
Middletown
Milford
Millsboro
Newark
Rehoboth
Seaford
Selbyville

FLORIDA

Belle Glade/Chosen
Boca Raton
Brooksville
Chiefland
Clearwater
Cocoa
~~Crestview~~
Dade City
~~De Funiak Springs~~
DeLand
Ft. Myers
~~Ft. Walton Beach~~
Homestead
Key West
Kissimmee
Lake City
Lakeland
Leesburg
Live Oak
Madison
Naples
Ocala
Palatka
St. Augustine
St. Petersburg
Sebring

GEORGIA

Bremen
Brunswick
Calhoun
Cartersville
~~Clayton~~
Cordele
Cornelia
Dalton
~~Donaldsonville~~
Douglas
Elberton
Griffin
~~Homerville~~
Jackson
La Grange

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GEORGIA (Cont'd)

~~Lakeland~~
Lawrenceville
~~Lincolnton~~
~~Lumpkin~~
~~Lyons~~
Madison
Marietta
~~McIntosh~~
Monroe
~~Preston~~
Rome
~~Sandersville~~
Statesboro
Thomasville
Thomson
Tifton
Toccoa
Valdosta
Vidalia
Washington
Waycross
Winder

HAWAII

~~Kuhului~~
~~Nawiliwili~~
~~Wahiawa~~

IDAHO

~~American Falls~~
~~Blackfoot~~
~~Bonners Ferry~~
Burley
~~Coeur D'Alene~~
~~Emmett~~
~~Grangeville~~
~~Montpelier~~
~~Moscow~~
~~Mountain Home~~
~~Nampa~~
~~Orofino~~
Rupert
~~St. Maries~~
Sand Point
~~Wallace~~

ILLINOIS

Aledo
Alton
~~Anna~~
~~Arthur~~
~~Atwood~~
~~Augusta~~

ILLINOIS (Cont'd)

~~Beardstown~~
~~Belvidere~~
~~Bonconville~~
~~Bonwyn~~
~~Braidwood~~
~~Breese~~
~~Camp Point~~
~~Canton~~
Carbondale
~~Carthage~~
~~Casey~~
~~Centralia~~
~~Chapin~~
~~Clay City~~
~~Clinton~~
~~Cobden~~
~~Columbia~~
~~Crystal Lake~~
~~Cuba~~
~~De Kalb~~
~~Dongola~~
~~Downers Grove~~
~~Dwight~~
~~Elgin~~
~~Elwood~~
~~Enfield~~
~~Flora~~
~~Fox Lake~~
~~Franklin Park~~
~~Geneseo~~
~~Gibson City~~
~~Griggsville~~
Hammond
~~Harrisburg~~
~~Herrin~~
Highland
Hinsdale
~~Hoopeston~~
~~Hubbard Woods~~
~~Jacksonville~~
Joliet
~~Kewanee~~
~~La Grange~~
~~Lanark~~
La Salle
~~Lawrenceville~~
~~Libertyville~~
~~Lincoln~~
~~Litchfield~~
Lombard
~~Mackinaw~~
~~Macomb~~
~~Mahomet~~
~~Mansfield~~
~~Marion~~
~~Marshall~~
~~Massacutah~~
~~Mason City~~
~~Mattoon~~
~~Mendon~~

ILLINOIS (Cont'd)

~~Mendota~~
~~Metropolis~~
~~Monmouth~~
Mt. Carmel
~~Mt. Pulaski~~
~~Mt. Sterling~~
~~Naperville~~
~~New Athens~~
~~New Berlin~~
~~O'Fallon~~
~~Ogden~~
~~Olney~~
~~Ottawa~~
~~Pana~~
~~Paris~~
~~Pekin~~
~~Petersburg~~
~~Pinckneyville~~
~~Pittsfield~~
~~Princeton~~
~~Rankin~~
Rantoul
~~Red Bud~~
~~Ridgway~~
~~Robinson~~
~~Rochelle~~
Rock Island
~~Roselle~~
~~Round Lake~~
~~St. Charles~~
~~Salem~~
~~Sheffield~~
~~Shelbyville~~
Skokie
Sparta
Sterling Rock Falls
~~Streator~~
~~Sullivan~~
~~Taylorville~~
~~Tuscola~~
~~Urca~~
~~Vandalia~~
~~Waterloo~~
~~Watseka~~
Waukegan
~~Whitehall~~
Wilmette
~~Winchester~~
~~Wyoming~~

INDIANA

~~Anderson~~
~~Angola~~
~~Attica~~
~~Auburn~~
~~Batesville~~
~~Bedford~~
~~Bicknell~~

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Page 4 of 20

INDIANA (Cont'd)

~~Bluffton~~
~~Boonville~~
~~Brazil~~
~~Brookville~~
Castleton
~~Clinton~~
~~Columbia City~~
~~Columbus~~
~~Corydon~~
~~Covington~~
~~Crawfordsville~~
~~Danville~~
~~Decatur~~
~~Delphi~~
Elkhart
~~Elizabethville~~
~~Elwood~~
~~English~~
~~Farmersburg~~
~~Fort Branch~~
~~Fowler~~
~~Frankfort~~
~~Franklin~~
~~Goodland~~
~~Grabill~~
~~Greencastle~~
~~Greenfield~~
~~Greensburg~~
~~Greentown~~
~~Harrison~~
~~Hartford City~~
Highland
~~Huntingburg~~
~~Huntington~~
Kokomo
~~La Grange~~
Lebanon
~~Liberty~~
Ligonier
~~Linton~~
~~Logansport~~
~~Loogootee~~
Lowell
~~Madison~~
~~Martinsville~~
Michigan City
~~Monticello~~
~~Montpelier~~
~~Morristown~~
~~Nappanee~~
~~New Castle~~
Noblesville
~~North Judson~~
~~North Manchester~~
~~North Vernon~~

INDIANA (Cont'd)

~~Oakland City~~
~~Orleans~~
~~Osgood~~
~~Paoli~~
Peru
~~Petersburg~~
~~Plainfield~~
Plymouth
~~Portland~~
~~Princeton~~
~~Remington~~
Rensselaer
~~Richmond~~
~~Rockville~~
~~Rushville~~
~~Salem~~
Scottsburg
Seymour
~~Shelbyville~~
~~Sheridan~~
~~Sheals~~
~~Spencer~~
~~Sullivan~~
~~Syracuse~~
Tell City
~~Union City~~
~~Veedersburg~~
Vincennes
~~Warsaw~~
~~Washington~~
~~Wheatfield~~
~~Winamac~~
~~Winchester~~
~~Windfall~~
~~Wolcott~~

IOWA

~~Adair~~
~~Adel~~
~~Albia~~
~~Alden~~
~~Algona~~
~~Amana~~
~~Ames~~
~~Anamosa~~
~~Atlantic~~
~~Audubon~~
~~Bedford~~
~~Belmond~~
~~Boone~~
~~Britt~~
Carroll
~~Centerville~~
~~Central City~~
Chariton
~~Charles City~~
Cherokee

IOWA (Cont'd)

~~Clarinda~~
~~Clarion~~
~~Columbus Jct.~~
~~Corning~~
~~Corydon~~
~~Council Bluffs~~
~~Cresco~~
~~Creston~~
~~Denison~~
~~De Witt~~
~~Dunlap~~
~~Dyersville~~
~~Eldora~~
~~Emmetsburg~~
~~Estherville~~
~~Fairfield~~
~~Forest City~~
Ft. Dodge
~~Ft. Madison~~
~~Garner~~
~~Grinnell~~
~~Grundy Center~~
~~Guthrie Center~~
~~Hamburg~~
~~Hampton~~
~~Harlan~~
~~Humboldt~~
~~Independence~~
~~Indianola~~
Iowa City
~~Iowa Falls~~
~~Jefferson~~
~~Jewell~~
~~Keokuk~~
~~Knoxville~~
~~Lake City~~
~~Lansing~~
~~Laurens~~
~~Lenox~~
~~Leon~~
~~Louden~~
~~Madrid~~
~~Malvern~~
~~Manchester~~
~~Manning~~
~~Maquoketa~~
~~Marcus~~
~~Marengo~~
~~Milford~~
~~Montezuma~~
~~Monticello~~
~~Mt. Pleasant~~
~~Mt. Vernon~~
~~Muscatine~~
~~New Hampton~~
~~Newton~~
~~Oelwein~~
~~Okoboji~~
~~Osage~~

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IOWA (Cont'd)

~~Osceola~~
~~Oskaloosa~~
~~Ottumwa~~
~~Pella~~
~~Pleasantville~~
~~Radcliffe~~
~~Red Oak~~
~~Remsen~~
~~Rockvalley~~
~~Sayanna~~
~~Sheldon~~
~~Shenandoah~~
~~Spencer~~
~~Spirit Lake~~
~~Storm Lake~~
~~Story City~~
~~Strawberry Pt.~~
~~Sumner~~
~~Tama~~
~~Tipton~~
~~Villisca~~
~~Wapello~~
~~Washington~~
~~Waukon~~
~~West Union~~
~~Williamsburg~~
~~Winterset~~

KANSAS

Abilene
~~Alton~~
Belleville
~~Beloit~~
Chanute
Cherryvale
~~Clay Center~~
~~Colby~~
~~Columbus~~
~~Council Grove~~
Dodge City
~~Downs~~
~~Ellsworth~~
Emporia
~~Glasco~~
~~Goodland~~
Great Bend
Hays
~~Herington~~
~~Holton~~
~~Hoxie~~
Junction City
~~Kingman~~
~~Kinsley~~

KANSAS (Cont'd)

~~La Crosse~~
Leavenworth
Liberal
~~Lindsborg~~
~~Lyons~~
~~Mankato~~
~~Marysville~~
McPherson
Merriam
~~Minneapolis~~
Newton
~~Norway~~
~~Oakley~~
~~Osborne~~
~~Oswego~~
Ottawa
~~Phillipsburg~~
~~Pittsburg~~
~~Pleasanton~~
Pratt
~~Sabetha~~
~~St. Marys~~
~~Scott City~~
~~Seneca~~
~~Smith Center~~
~~Stockton~~
~~Ulysses~~
~~Vamego~~
Winfield

KENTUCKY

Ashland
~~Augusta~~
~~Barbourville~~
~~Bardstown~~
~~Beattyville~~
Berea
~~Cadiz~~
~~Calvert City~~
~~Campbellsville~~
~~Carlisle~~
Cave City
~~Cloverport~~
Corbin
~~Cumberland~~
~~Danville~~
~~Elizabethtown~~
~~Falmouth~~
Ft. Knox
~~Frankfort~~
~~Franklin~~
Glasgow
~~Greensburg~~
Harlan

KENTUCKY (Cont'd)

~~Hartford~~
Hazard
~~Hitchins~~
Jackson
~~Jenkins~~
~~Lackey~~
~~Lawrenceburg~~
Lebanon
Leitchfield
~~London~~
Louisa
~~Madisonville~~
~~Manchester~~
~~Martin~~
Mayfield
Maysville
Middlesborough
~~Morehead~~
~~Mt. Sterling~~
~~Olive Hill~~
Paducah
Paintsville
Pikeville
~~Prestonburg~~
~~Princeton~~
Ravenna
Richmond
~~Russellville~~
~~Scottsville~~
~~Shepherdsville~~
Somerset
~~Sparta~~
~~Springfield~~
~~Stanford~~
Stearns
~~Vanceburg~~
Versailles
~~Walton~~
~~Williamsburg~~
~~Williamstown~~

LOUISIANA

~~Arcadia~~
~~Bastrop~~
~~Bernice~~
~~Bogalusa~~
~~Bunkie~~
~~Churchpoint~~
~~Colfax~~
~~Columbia~~
~~Couchatta~~
Crowley

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LOUISIANA (Cont'd)

~~De Quincy~~
De Ridder
~~Donaldsonville~~
~~Erath~~
~~Eunice~~
~~Franklin~~
~~Golden Meadows~~
~~Gonzales~~
Hammond
~~Haynesville~~
Hodge
Homer
~~Jeanerette~~
~~Jena~~
Jennings
Jonesville
~~Kaplan~~
Kentwood
~~Kinder~~
~~Lake Providence~~
~~Leesville~~
Lockport
~~Mandeville~~
~~Mansfield~~
~~Maneura~~
~~Many~~
Minden
~~Morgan City~~
~~Natchitoches~~
New Iberia
~~New Roads~~
~~Oakdale~~
~~Oak Grove~~
~~Opelousas~~
~~Plaquemine~~
~~Rayne~~
~~Ruston~~
~~Slidel~~
~~Spring Hill~~
~~Tallulah~~
~~Thibodaux~~
~~Vacherie~~
~~Ville Platte~~
~~Vinton~~
~~Vivian~~
~~Welsh~~
~~White Castle~~
~~Winnfield~~
~~Winnsboro~~
~~Zachary~~

MAINE

Brunswick
Calais
~~Cherryfield~~
~~Columbia Falls~~
Dover/Foxcroft
~~Eastport~~
Ellsworth
~~Fort Kent~~
~~Frenchville~~
~~Lincoln~~
~~Machias~~
~~Madawaska~~
~~Mars Hill~~
~~Millinocket~~
~~New Castle~~
Pittsfield
Rockland
~~Skowhegan~~

MARYLAND

Aberdeen
Annapolis
Bel Air
~~Beltsville~~
Berlin
Cambridge
~~Cedarhurst~~
~~Centerville~~
Chestertown
~~Cockeysville~~
Crisfield
Cumberland
~~Easton~~
~~Edgewood~~
~~Elkton~~
~~Emmitsburg~~
~~Federalsburg~~
Frederick
~~Frostburg~~
~~Glenarden~~
~~Greensboro~~
Hagerstown
~~Hampstead~~
~~Highfield~~
~~Hurlock~~
~~Laurel~~
~~Leonardtown~~
Lonaconing
~~Lutherville~~
~~Marlboro~~

MARYLAND (Cont'd)

~~Mt. Airy~~
Oakland
Odenton
Patuxent River
~~Perryville~~
~~Pittsville~~
Pocomoke City
Preston
Rising Sun
Rockville
Salisbury
~~Smithsburg~~
~~Taneytown~~
~~Union Bridge~~
Waldorf
~~Westminster~~
~~White Marsh~~

MASSACHUSETTS

~~Ayer~~
~~Blackstone~~
~~Brockton~~
Gardner
Lawrence
~~Lynnfield~~
Nantucket
Springfield
~~Vineyard Haven~~
~~Wellefleet~~
Worcester

MICHIGAN

~~Adrian~~
~~Allegan~~
~~Alma~~
Alpena
~~Ann Arbor~~
Bad Axe
~~Baraga~~
~~Berrien Springs~~
~~Bridgman~~
~~Cadillac~~
~~Card~~
~~Carson City~~
~~Cassopolis~~

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MICHIGAN (Cont'd)

~~Coldwater~~
~~Crystal Falls~~
~~Dowagiac~~
East Tawas
~~Eben Jct.~~
Escanaba
Fenton
~~Fremont~~
~~Gaastra~~
Gaylord
~~Grand Haven~~
~~Grayling~~
~~Gwinn~~
~~Hastings~~
~~Hillsdale~~
~~Holland~~
~~Hudson~~
Iron Mountain
Ironwood
Jackson
~~Lapeer~~
Ludington
~~Manistique~~
~~Marshall~~
~~Mass~~
~~Milford~~
~~Munising~~
~~Newberry~~
Niles
~~Oneway~~
Ontonagon
Oscoda
~~Owosso~~
~~Paw Paw~~
Petoskey
~~Port Huron~~
Portland
~~Powers~~
Reed City
~~Rogers City~~
~~Roscommon~~
~~Soney~~
South Haven
~~Stephenson~~
~~Sturgis~~
~~Three Oaks~~
~~Three Rivers~~
~~Waterford~~
West Branch

MINNESOTA

Ada
~~Aitkin~~
~~Albany~~
Alexandria
~~Annandale~~
~~Arlington~~
~~Aurora~~
~~Austin~~
~~Avon~~
~~Bagley~~
~~Baudette~~
~~Bemidji~~
Benson
~~Blue Earth~~
Brainerd
~~Brookenridge~~
~~Buffalo~~
~~Caledonia~~
~~Cambridge~~
~~Cloquet~~
~~Cokato~~
~~Cold Spring~~
~~Collegeville~~
~~Cologne~~
~~Crookston~~
~~Deer River~~
~~Delano~~
~~Detroit Lakes~~
~~Elk River~~
Ely
Fairfax
Faribault
~~Fergus Falls~~
~~Forest Lake~~
~~Fosston~~
Glencoe
~~Glenwood~~
~~Grand Rapids~~
~~Hallock~~
~~Hawley~~
~~Houston~~
~~Howard Lake~~
~~Hutchinson~~
International Falls
~~Lake City~~
~~Lester Prairie~~
~~Lewiston~~
~~Long Prairie~~
~~Luverne~~
~~Maple Plain~~

MINNESOTA (Cont'd)

~~Marshall~~
~~Mc Intosh~~
Melrose
~~Milaca~~
Montevideo
~~Monticello~~
~~Moorhead~~
~~Moose Lake~~
~~Morris~~
~~New Prague~~
~~New Ulm~~
~~North Branch~~
~~Orr~~
~~Ortonville~~
~~Osakis~~
Owatonna
~~Park Rapids~~
~~Paynesville~~
~~Perham~~
~~Pipestone~~
~~Preston~~
~~Red Wing~~
Redwood Falls
~~Roseau~~
~~St. James~~
~~St. Joseph~~
~~St. Peter~~
~~Sandstone~~
~~Sauk Centre~~
~~Slayton~~
~~Staples~~
~~Thief River Falls~~
~~Tracy~~
~~Two Harbors~~
~~Virginia~~
~~Wabasha~~
Wadena
~~Warren~~
~~Warroad~~
~~Waseca~~
~~Wheaton~~
~~White Bear Lake~~
~~Willmar~~
~~Windom~~
Winona
~~Zumbrota~~

MISSISSIPPI

Aberdeen
~~Ackerman~~
Amory

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MISSISSIPPI (Cont'd)

~~Batesville~~
Bay Springs
~~Belzoni~~
Biloxi
Brookhaven
~~Bruce~~
Canton
Carthage
Clarksdale
Cleveland
Columbus
Corinth
Crystal Springs
~~Decatur~~
Durant
~~Forest~~
Greenville
Greenwood
Grenada
Hattiesburg
~~Hickory Flat~~
Holly Springs
~~Houston~~
Indianola
~~Iuka~~
~~Lake Cormorant~~
Laurel
Louisville
~~Macon~~
~~Magee~~
~~Mathiston~~
McComb
~~Mendenhall~~
Meridian
~~Monticello~~
~~Nettleton~~
New Albany
Newton
~~Olive Branch~~
Oxford
Parchman
Philadelphia
Picayune
~~Poplarville~~
~~Port Gibson~~
~~Scooba~~
~~Senatobia~~
~~Shuqualak~~
~~Starkville~~
~~Union~~
~~Vicksburg~~
~~Waynesboro~~
~~West Point~~
Winona
~~Yazoo City~~

MISSOURI

~~Albany~~
~~Ashland~~
~~Aurora~~
~~Bernhart~~
~~Belle~~
~~Bethany~~
~~Bismarck~~
~~Bolivar~~
~~Bonne Terre~~
~~Boonville~~
~~Branson~~
~~Brookfield~~
~~Brunswick~~
Buckner
~~Butler~~
~~Cabool~~
~~Cairo~~
~~California~~
~~Camdenton~~
~~Cameron~~
Cape Girardeau
~~Carrollton~~
~~Caseville~~
~~Centralia~~
~~Chesterfield~~
~~Chicopee~~
~~Chillicothe~~
~~Clinton~~
~~Concordia~~
~~Cuba~~
~~De Soto~~
Dexter
~~Dixon Doniphon~~
~~Edina~~
~~Elden~~
Eldorado Springs
~~Eureka~~
Farmington
~~Fayette~~
~~Flat River~~
~~Ft. Leonard Wood~~
~~Fredericktown~~
Fulton
~~Grant City~~
Hannibal
Hayti
~~Henrietta~~
Hermann
~~Higginsville~~
~~Holden~~
Independence
Ironton
Jefferson City
~~Kahoka~~
Kennett
Kirksville
~~Lamar~~

MISSOURI (Cont'd)

~~Lancaster~~
~~La Plata~~
~~Lebanon~~
~~Linn~~
Louisiana
Macon
~~Malden~~
~~Mansfield~~
Marshall
~~Marshfield~~
~~Maryville~~
~~Memphis~~
~~Monico~~
~~Monett~~
~~Montgomery~~
~~Mt. Vernon~~
~~Neosho~~
Nevada
~~Newburg~~
~~New Madrid~~
~~Owensville~~
~~Pacific~~
~~Paris~~
~~Perryville~~
~~Piedmont~~
Poplar Bluff
Potosi
~~Princeton~~
~~Reeds Spring~~
Richland
Rolla
~~St. Clair~~
~~Ste. Genevive~~
~~St. James~~
~~Salem~~
~~Salisbury~~
~~Sarcoxie~~
Sedalia
~~Shelbina~~
Sikeston
~~Slater~~
~~Steelville~~
~~Sullivan~~
~~Tarkio~~
~~Tipton~~
~~Troy~~
~~Truxedale~~
~~Union~~
~~Versailles~~
Warrensburg
Washington
~~Wentzville~~
West Plains
~~Windsor~~

MONTANA

~~Baker~~
~~Big Timber~~
~~Bozeman~~
~~Browning~~
~~Chester~~
~~Chinook~~
~~Choteau~~
~~Circle~~
~~Columbus~~
~~Conrad~~
~~Culbertson~~
~~Cut Bank~~
~~Deer Lodge~~
~~Dillon~~
~~Eureka~~
~~Forsyth~~
~~Gardiner~~
~~Glasgow~~
~~Glendive~~
~~Hardin~~
~~Harlem~~
~~Harlowton~~
~~Havre~~
Kalispell
Lewiston
~~Libby~~
~~Lima~~
~~Livingston~~
~~Malta~~
~~Miles City~~
~~Plains~~
~~Plentywood~~
~~Polson~~
~~Poplar~~
~~Red Lodge~~
~~Ronan~~
Roundup
~~Scobey~~
Shelby
~~Sidney~~
~~Superior~~
~~Thompson Falls~~
~~Three Forks~~
~~Townsend~~
W. Yellowstone
~~Wolf Point~~

NEBRASKA

~~Alliance~~
~~Alma~~
~~Arapahoe~~
~~Ashland~~
~~Atkinson~~
~~Aurora~~
Beatrice
~~Benkelman~~
~~Blair~~
~~Bridgeport~~
~~Broken Bow~~

NEBRASKA (Cont'd)

~~Cambridge~~
Chadron
Columbus
~~Crawford~~
~~Creighton~~
~~Crete~~
~~Curtis~~
~~De Witt~~
~~Elgin~~
Fairbury
~~Fairmont~~
Falls City
~~Franklin~~
~~Fremont~~
~~Fullerton~~
Geneva
~~Genoa~~
~~Gordon~~
~~Grant~~
~~Hartington~~
Hastings
~~Hebron~~
~~Homingford~~
~~Humboldt~~
~~Humphrey~~
~~Imperial~~
~~Kearney~~
Kimball
~~Long Pine~~
~~Louisville~~
~~Loup City~~
~~Lyons~~
~~Mc Cook~~
~~Merriman~~
~~Milford~~
~~Minatare~~
~~Minden~~
~~Nebraska City~~
~~Neligh~~
Norfolk
North Platte
~~Oakland~~
Ogallala
O'Neill
~~Ord~~
~~Oshkosh~~
~~Osmond~~
~~Overton~~
~~Oxford~~
~~Pawnee~~
~~Ravenna~~
~~Red Cloud~~
~~Rushville~~
~~St. Paul~~
Scottsbluff
~~Seward~~
~~Sidney~~
~~Stratton~~
Superior
~~Thedford~~
~~Tilden~~

NEBRASKA (Cont'd)

~~Tronton~~
~~Valentine~~
~~Valley~~
~~Wahoo~~
~~Walthill~~
~~Waunata~~
~~Waverly~~
~~West Point~~
~~Wilber~~
~~Wymore~~
York

NEVADA

~~Battle Mountain~~
~~Boulder City~~
~~Carlin~~
~~Carson City~~
~~Ely~~
~~Fallon~~
~~Gerlach~~
Hawthorne
Lovelock
Sparks
~~Wells~~
~~Winnemucca~~
~~Yerington~~

NEW HAMPSHIRE

~~Berlin~~
~~Center Ossipee~~
~~Concord~~
Dover
~~Hillsboro~~
Keene
Laconia
~~Littleton~~
North Conway
~~Portsmouth~~
~~Rochester~~

NEW JERSEY

~~Annandale~~
~~Asbury Park~~
~~Belvidere~~
~~Berlin~~
~~Beonton~~
Camden
Cape May
Dover
~~Elmer~~
Flemington
Fort Dix
~~Glassboro~~
Hackensack/Englewood

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NEW JERSEY (Cont'd)

~~Hackettstown~~
~~Hamburg~~
~~Highbridge~~
~~Lambertville~~
Millville
Morristown
Mt. Holly
New Brunswick
~~Newton~~
~~Patterson/Passaic/ Montelair~~
Penns Grove
~~Perth Amboy~~
Princeton
~~Wanaque/Midvale~~
~~Whitehouse~~
Williamstown
Woodstown

NEW MEXICO

Alamagordo
Artesia
~~Belen~~
Carlsbad
~~Clayton~~
Deming
~~Dexter~~
Farmington
Gallup
Grants
~~Hagerman~~
~~Hatch~~
~~Hobbs~~
Las Cruces
Lordsburg
Raton
Silver City
~~Socorro~~
~~Taos~~
~~Truth or Consequences~~
Tucumcari

NEW YORK

~~Adams Basin~~
~~Angola~~
Ardsley
Auburn
~~Ausable Forks~~
~~Bainbridge~~
~~Baldwinsville~~
~~Batavia~~
Brentwood
Brewster
Burnt Hills

NEW YORK (Cont'd)

~~Caledonia~~
Camden
~~Canadaigua~~
~~Catskill~~
~~Clarence~~
~~Clyde~~
~~Cobleskill~~
~~Corning~~
~~Geneseokie~~
~~Depew~~
~~Dunkirk~~
~~East Aurora~~
~~Ellicottville~~
~~Fultonville~~
Garden City
~~Geneva~~
Glens Falls
Gouverneur
Gowanda
Greene
~~Hamburg~~
~~Hammondsport~~
~~Hudson~~
~~Lake George~~
~~Lake Placid~~
~~Lockport~~
~~Malone~~
~~Margaretville~~
Mawsena
~~Medina~~
Mid Hudson
~~Millbrook~~
~~Monticello~~
~~Mount Kisco~~
~~Mount Morris~~
North Creek
Norwich
~~Ogdensburg~~
Olean
~~Oneonta~~
~~Orchard Park~~
~~Oswego~~
~~Owego~~
Palatine Bridge
~~Peekskill~~
~~Perry~~
~~Port Henry~~
Potsdam
~~Ravena~~
~~Red Hook~~
Riverhead
~~Saranac Lake~~
Sayre
~~Schuylerville~~
Skaneateles
~~South Dayton~~
Springville
Stamford
Suffern/Nyack
~~Watkins Glen~~

NEW YORK (Cont'd)

~~Wayland~~
~~Wellsville~~
Whitney Point
~~Williamson~~
Worcester

NORTH CAROLINA

~~Ione~~
~~Ahoskie~~
~~Albermarle~~
~~Andrews~~
~~Aulander~~
~~Aydon~~
~~Banson~~
~~Black Mountain~~
~~Blandenboro~~
Boone
~~Brevard~~
~~Bryson~~
~~Burgaw~~
Burlington
Cameron
Caroleen
~~Chadbourne~~
~~Cherryville~~
Clarkton
Cliffside
Clinton
~~Concord~~
Conway
Crutchfield
Davidson
Denton
Durham
Eden
Edenton
Elizabeth City
Elizabethtown
Elkin
Ellenboro
~~Elm City~~
~~Enfield~~
Erwin
Fair Bluff
~~Fairmont~~
Farmville
Forest City
Four Oaks
Fremont
Garland
~~Gastonia~~
Greenville
Grifton
Hamlet
Havelock
Henderson
Hendersonville

NORTH CAROLINA (Cont'd)

High Point
~~Holly Ridge~~
~~Hominy~~
~~Hope Mills~~
Jacksonville
~~Kenly~~
~~Laurel Hill~~
Laurinsburg
~~Lewiston~~
Lexington
~~Liberty~~
~~Lillington~~
~~Littleton~~
Lumberton
~~Madison~~
~~Marion~~
~~Marshall~~
~~Marshville~~
~~Matthews~~
~~Maxton~~
~~Mayesville~~
~~Mocksville~~
~~Mooresville~~
Morehead City
Morganton
Mt. Airy
~~Mt. Olive~~
~~Murphy~~
~~Nashville~~
Newton
~~North Wilkesboro~~
~~Oxford~~
~~Parkton~~
~~Pembroke~~
~~Pine Level~~
~~Pine Tops~~
~~Pittsboro~~
~~Pleasant Garden~~
~~Plymouth~~
~~Polkton~~
~~Ramseur~~
~~Randleman~~
Red Spring
~~Rich Square~~
~~Robersonville~~
~~Rockwell~~
~~Roduco~~
~~Rosebore~~
~~Rose Hill~~
~~Rowland~~
Roxboro
~~Rural Hall~~
Rutherfordton
~~St. Paul~~
Salisbury
Sanford
~~Seaboard~~
~~Selma~~

NORTH CAROLINA (Cont'd)

~~Shelby~~
~~Silor City~~
Southern Pines
~~Spring Hope~~
~~Spruce Pine~~
~~Star~~
Statesville
~~Stoneville~~
~~Tabor City~~
~~Taylorsville~~
~~Topton~~
~~Troy~~
~~Tryon~~
~~Tuxedo~~
~~Waldese~~
~~Varina~~
Wadesboro
~~Wake Forest~~
~~Wallace~~
~~Walnut Cove~~
Warsaw
Washington
Waynesville
Weldon
~~West End~~
~~Whiteville~~
~~Williamston~~
~~Windsor~~
~~Woodland~~
~~Yanceyville~~

NORTH DAKOTA

~~Ashley~~
~~Beach~~
~~Belfield~~
~~Beulah~~
~~Bottineau~~
~~Bowbells~~
~~Bowman~~
~~Carrington~~
~~Cavalier~~
~~Cooperstown~~
~~Crosby~~
Devils Lake
~~Dickinson~~
~~Drake~~
~~Drayton~~
~~Duncaith~~
~~Ellendale~~
~~Emerado~~
~~Enderlin~~
~~Fairmount~~
~~Garrison~~
~~Glen Ullin~~
Grafton
Grand Forks
~~Hankinson~~
~~Harvey~~

NORTH DAKOTA (Cont'd)

~~Hatton~~
~~Hazen~~
~~Hebron~~
Hettinger
~~Hillsboro~~
~~Jamestown~~
~~Kenmore~~
Langdon
~~Lansford~~
~~Larimore~~
~~Linton~~
~~Lisbon~~
~~Mayville~~
~~Minto~~
~~Mohall~~
~~Nott~~
~~Napoleon~~
~~New Salem~~
~~Noonan~~
~~Northwood~~
~~Oakes~~
~~Park River~~
Pembina
~~Portal~~
~~Powers Lake~~
~~Ray~~
~~Richardton~~
~~Rolette~~
~~Rolla~~
~~Rugby~~
~~Scranton~~
Sherwood
~~Souris~~
~~Stanley~~
~~Stanton~~
~~Steele~~
~~Tioga~~
~~Towner~~
~~Turtle Lake~~
~~Valley City~~
~~Wahpeton~~
~~Walhalla~~
~~Watford City~~
~~Westhope~~
~~Williston~~
~~Wishek~~

OHIO

Arlington
~~Batavia~~
Bedford
~~Bellefontaine~~
Bryan
~~Cambridge~~
Celina
Chillicothe
~~Coshocton~~
~~East Liverpool~~
Elyria

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OHIO (Cont'd)

Fostoria
~~Galion~~
Garrettsville
Genoa
Greenwich
~~Jackson~~
~~Kenton~~
Kingston
Lawrenceburg
Logan
Marietta
~~Marion~~
~~McConnellsville~~
Middleport
Middletown
Mount Orab
~~Newark~~
Norwalk
Painesville
Paulding
Peebles
Piqua
~~Port Clinton~~
Portsmouth
Ravenna
Rittman
Salem
Sardinia
Springfield
Steubenville
Tiffin
Wauseon
Wickliffe
Williamburg
Wilmington
Winchester
Zanesville

OKLAHOMA

~~Ada~~
~~Adair~~
~~Afton~~
~~Allen~~
~~Altus~~
~~Alva~~
~~Anderko~~
~~Antlers~~
~~Apache~~
Ardmore
~~Ateka~~
~~Barnsdall~~
Bartlesville
~~Billings~~
~~Binger~~
~~Bixby~~

OKLAHOMA (Cont'd)

Blackwell
~~Blanchard~~
~~Bristow~~
~~Broken Arrow~~
~~Broken Bow~~
~~Buffalo~~
~~Burbank~~
~~Burns Flat~~
~~Butler~~
~~Cache~~
~~Calvin~~
~~Carmen~~
~~Carnegie~~
~~Cement~~
~~Chandler~~
~~Checotah~~
~~Chelsea~~
Cherokee
~~Cheyenne~~
~~Chickasha~~
~~Chautauqua~~
~~Claremore~~
~~Cleveland~~
Clinton
~~Coalgate~~
~~Comanche~~
~~Cordell~~
~~Covington~~
~~Cowota~~
~~Coyle~~
~~Crescent~~
Cushing
~~Custer City~~
~~Cyril~~
~~Dill City~~
~~Dover~~
~~Drumright~~
~~Duncan~~
~~Durant~~
~~Elgin~~
~~Elk City~~
~~El Reno~~
Enid
~~Eufaula~~
~~Fairfax~~
~~Fairview~~
~~Fletcher~~
~~Ft. Cobb~~
~~Ft. Towson~~
~~Foss~~
~~Foyil~~
~~Frederick~~
~~Garber~~
~~Geary~~
~~Gore~~
~~Gotebo~~
~~Grandfield~~

OKLAHOMA (Cont'd)

~~Granite~~
~~Grove~~
~~Guymon~~
~~Hallett~~
~~Harrah~~
~~Hartshorne~~
~~Haskell~~
Healdton
~~Heavener~~
~~Hennessey~~
~~Hinton~~
Hobart
Holdenville
~~Hollis~~
~~Hominy~~
Hugo
~~Hydro~~
~~Idabel~~
~~Inola~~
~~Jay~~
~~Jenks~~
~~Jennings~~
~~Jet~~
~~Kingfisher~~
~~Konowa~~
~~Lamont~~
~~Langley~~
~~Langston~~
Lawton
~~Leedey~~
~~Lindsay~~
~~Locust Grove~~
~~Lone Wolf~~
~~Madill~~
Mangum
~~Marlow~~
~~Marshall~~
~~Maud~~
Maysville
~~Mc Alester~~
~~Mc Loud~~
~~Medford~~
~~Meeker~~
~~Minco~~
~~Moorefield~~
~~Mountain View~~
~~Mulhall~~
Muskogee
~~Nash~~
~~Newkirk~~
~~Noble~~
~~Norman~~
Nowata
~~Oilton~~
~~Okarche~~
~~Okay~~
~~Okeene~~
Okemah
~~Okmulgee~~

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OKLAHOMA (Cont'd)

~~Olustee~~
~~Polegair~~
~~Paden~~
~~Panama~~
Paul's Valley
~~Pawhuska~~
~~Pawnee~~
~~Perkins~~
~~Perry~~
Ponca City
~~Pond Creek~~
~~Poteau~~
~~Prague~~
~~Pryor~~
~~Purcell~~
~~Ringling~~
~~Roosevelt~~
~~Rush Springs~~
~~Ryan~~
~~Salina~~
~~Sallisaw~~
~~Sayre~~
~~Seiling~~
Seminole
~~Sentinel~~
~~Shawnee~~
~~Shidler~~
~~Skiatook~~
~~Snyder~~
~~Southard~~
~~Spavinaw~~
~~Spiro~~
~~Stigler~~
Stillwater
~~Stilwell~~
~~Strang~~
~~Stroud~~
~~Tahlequah~~
~~Talihina~~
~~Tecumseh~~
~~Temple~~
~~Thomas~~
Tonkawa
~~Tuttle~~
~~Valliant~~
~~Verden~~
~~Vian~~
~~Vici~~
~~Vinita~~
~~Waggoner~~
~~Walters~~
~~Watonga~~
~~Waukomis~~
~~Waurika~~
~~Wayne~~
~~Waynoka~~
~~Weatherford~~
~~Welch~~

OKALAHOMA (Cont'd)

~~Welectka~~
~~Westville~~
~~Wetumka~~
Wewoka
~~Wilburton~~
~~Wilcon~~
~~Wister~~
~~Woodward~~
~~Wynnewood~~
~~Yale~~

OREGON

Astoria
~~Baker~~
Beaverton
Bend
~~Burns~~
~~Clatskanie~~
~~Coquille~~
~~Cottage Grove~~
~~Dallas~~
~~Florence~~
Forest Grove
~~Gold Beach~~
~~Grants Pass~~
~~Gresham~~
~~Hermiston~~
~~Hillsboro~~
Hood River
~~Independence~~
~~Junction City~~
La Grande
~~Lake Oswego~~
Lakeview
~~Lebanon~~
~~Madras~~
~~McMinnville~~
~~Mt. Angel~~
Newberg
Newport
~~Ontario~~
~~Pendelton~~
Prineville
Redmond
~~St. Helens~~
~~Sherwood~~
~~Silverton~~
~~Sweet Home~~
The Dalles
Tillamook
~~Woodburn~~

PENNSYLVANIA

Altoona
~~Ambler~~
Annandale
~~Apollo~~
~~Ardmore~~
~~Avondale~~
Bakerstown
~~Bangor~~
Barnesboro
Beaver Falls
~~Bedford~~
Bellefonte
~~Berlin~~
~~Berwyn~~
Bethlehem
~~Blairsville~~
~~Bloomsburg~~
Blossburg
~~Boothwyn~~
Boswell
~~Bristol~~
Brookville
Burgettstown
Butler
~~Carbondale~~
Carlisle
Carnegie
Centre Hall
Chambersburg
Charleroi
Chicora
~~Chinchilla~~
~~Clarion~~
~~Clayeville~~
Clearfield
~~Coatesville~~
Conneaut Lake
Conncautville
~~Connellsville~~
~~Cornwells Heights~~
~~Corry~~
~~Coudersport~~
~~Cresson~~
Daleville
~~Doylestown~~
DuBois
~~East Greenville~~
~~Easton~~
~~Elizabethtown~~
~~Ellwood City~~
Emporium
~~Ephrata~~
~~Everett~~
Export
~~Finleyville~~
Gettysburg
~~Glen Mills~~
~~Glen Riddle~~
Great Bend
Greensburg
Grove City
~~Hamburg~~

PENNSYLVANIA (Cont'd)

~~Hanover~~
Hazleton
Holsopple
~~Honesdale~~
Huntingdon
~~Huntingdon Valley~~
Indiana
Kane
Kittanning
~~Kutztown~~
~~Lansdale~~
Latrobe
Leaman Place
Lebanon
~~Lehighton~~
~~Lewistown~~
Ligonier
Linesville
~~Littlestown~~
~~Lock Haven~~
Mars
McDonald
McKeesport
Meadville
~~Mechanicsburg~~
Mercer
Mercersburg
Meyersdale
~~Middleburg~~
~~Middletown~~
~~Millersburg~~
~~Milton~~
Montrose
Mountain Home
~~Mt. Bethel~~
Mt. Pleasant
Mt. Union
~~Muncy~~
Natrona Hts.
New Bethlehem
New Castle
~~New Holland~~
New Kensington
Newport
~~Newtown~~
Nicholson
~~Norristown~~
Oakmont
Oil City
~~Pen Argyl~~
Philipsburg
~~Phoenixville~~
~~Pine Grove~~
~~Pocono Summit~~
Point Marion
Port Allegheny
~~Pottstown~~
Punxsutawny
~~Quarryville~~
~~Red Lion~~
~~Renovo~~
Ridgway

PENNSYLVANIA (Cont'd)

St. Marys
Saxton
~~Schuylkill Haven~~
Sewickley
Sharon
~~Shenandoah~~
~~Shippensburg~~
Smethport
Somerset
~~Souderton~~
Spring Grove
State College
~~Stroudsburg~~
Sunbury
~~Tobyhanna~~
Troy
~~Tunkhannock~~
Turnpike
Tyrone
Uniontown
~~Warren~~
Washington
Watsontown
Waynesboro
Waynesburg
~~Wellsboro~~
West Chester
West Salisbury
Wilkes Barre
Williamsburg
Wyalusing
Wysox
Zelienople

RHODE ISLAND

~~Oakland~~
~~Riverton~~

SOUTH CAROLINA

Aiken
~~Allendale~~
Andrews
Barnwell
~~Batesburg~~
Bath
Beaufort/Pt. Royal
Bennettsville
~~Bethune~~
Bishopville
Blackville
~~Camden~~
Carlisle
~~Central~~
Cheraw
Chester
Clearwater
~~Clemson~~

SOUTH CAROLINA (Cont'd

Clinton
~~Clover~~
~~Conway~~
Darlington
~~Denmark~~
Dillon
Easley
~~Edgemoor~~
~~Ehrhardt~~
~~Elloree~~
~~Estill~~
~~Fairfax~~
~~Ft. Mill~~
Gaffney
Georgetown
~~Graniteville~~
Greenwood
~~Hampton~~
~~Hardeeville~~
~~Heath Springs~~
~~Hemingway~~
~~Holly Hill~~
~~Johns Island~~
~~Johnsonville~~
~~Johnston~~
~~Kershaw~~
Kingstree
Lake City
Lancaster
Laurens
~~Lexington~~
~~Lobeco~~
~~Loris~~
~~Lyman~~
Manning
~~Meneks Corner~~
~~Mt. Pleasant~~
Mullins
Myrtle Beach
Newberry
Orangeburg
~~Pamplico~~
~~Pickens~~
~~Prosperity~~
~~Ravenel~~
~~Ridgeland~~
Rock Hill
~~St. George~~
~~St. Matthews~~
~~St. Stephens~~
~~Salley~~
Seneca
~~Society Hill~~
Spartanburg
~~Summerville~~
Sumter
~~Taylors~~
Union
Walterboro
~~Ware Shoals~~
~~Witmire~~
Winnsboro
~~York~~

SOUTH DAKOTA

~~Belle Fourche~~
~~Beresford~~
~~Bowdle~~
~~Bristol~~
~~Britton~~
~~Chamberlain~~
~~Clear Lake~~
~~Custer~~
~~Deadwood~~
~~De Smet~~
~~Eagle Butte~~
~~Edgemont~~
~~Elk Point~~
~~Eureka~~
~~Faulkton~~
~~Freeman~~
~~Gettysburg~~
~~Gregory~~
~~Groton~~
~~Hot Springs~~
~~Huron~~
~~Ipswich~~
~~Irene~~
~~Kadoka~~
~~Kimball~~
~~Lemmon~~
~~Madison~~
~~Marion Jct.~~
~~McIntosh~~
~~McLaughlin~~
Milbank
~~Miller~~
Mitchell
~~Mobridge~~
~~Murdo~~
~~Onida~~
~~Parker~~
~~Parkston~~
~~Phillip~~
Plankinton
~~Platte~~
~~Presho~~
~~Redfield~~
~~Rosece~~
~~Salem~~
~~Scotland~~
~~Selby~~
~~Sisseton~~
~~Spearfish~~
~~Sturgis~~
~~Tripp~~
~~Vilberg~~
~~Wagner~~
Watertown
~~Webster~~
~~Winner~~
~~Woonsocket~~
~~Yankton~~

TENNESSEE

~~Alamo~~
~~Alcoa~~
Athens
~~Belle~~
~~Bolivar~~
~~Brownsville~~
~~Brucoton~~
~~Camden~~
Carthage
~~Centerville~~
~~Chewaleeton~~
~~Clinton~~
~~College Grove~~
Columbia
Cookeville
~~Copperhill~~
~~Cowan~~
~~Crossville~~
~~Daisy~~
~~Dayton~~
~~Dickson~~
~~Dresden~~
~~Dunlap~~
~~Dyer~~
Dyersburg
~~Elizabethton~~
Erin
Erwin
Etowah
Fayetteville
Franklin
Gallatin
~~Gleason~~
Greensville
Harriman
Hartsville
~~Helenwood~~
~~Henderson~~
~~Hohenwald~~
Humboldt
~~Huntingdon~~
~~Jellico~~
Johnson City
~~Jonesboro~~
~~Lafayette~~
~~La Follette~~
~~Lake City~~
~~Lawrenceburg~~
~~Lebanon~~
~~Lenoir City~~
~~Lewisburg~~
Lexington
Loudon
Manchester
Martin
~~Maryville~~
~~Mascot~~
~~Mc Kenzie~~
Mc Minnville
Milan

TENNESSEE (Cont'd)

Millington
Morristown
Murfreesboro
Newport
~~Niota~~
Oak Ridge
~~Obion~~
~~Oneida~~
~~Oltewah~~
Paris
~~Portland~~
~~Powell~~
~~Pulaski~~
~~Ridgley~~
~~Ripley~~
~~Robbins~~
~~Rockwood~~
~~Rogersville~~
~~Selmer~~
Sevierville
~~Sewanee~~
Shelbyville
~~Smyrna~~
~~So. Pittsburg~~
~~Sparta~~
~~Spring City~~
~~Springfield~~
Sweetwater
~~Tazewell~~
~~Tracy City~~
Trenton
~~Trimble~~
Tullahoma
Union City
Winchester

TEXAS

~~Albany~~
~~Alice~~
~~Alpine~~
~~Andrews~~
Anson
~~Archer City~~
~~Atlanta~~
Athens
Bay City
Beeville
Big Spring
~~Boerne~~
~~Bonham~~
Borger
~~Bowie~~
Breckenridge
~~Bronham~~
Bridgeport
~~Brownfield~~
~~Brownwood~~
~~Cameron~~

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TEXAS (Cont'd)

~~Canyon~~
~~Chico~~
Childress
~~Chillicothe~~
~~Cisco~~
~~Clarendon~~
Claude
Cleburne
Coleman
Colorado City
~~Comanche~~
Conroe
Copperas Cove
Corsicana
Crockett
~~Crystal City~~
~~Daingerfield~~
~~Dalhart~~
~~Decatur~~
Del Rio
~~Dumas~~
Eagle Pass
~~Eastland~~
~~Edna~~
~~El Campo~~
~~Electra~~
~~Elgin~~
Ennis
Ft. Stockton
Ft. Worth
~~Fredericksburg~~
Friona
Gainesville
~~Giddings~~
~~Gilmer~~
~~Gonzales~~
Graham
~~Grapevine~~
Greenville
~~Haskell~~
~~Hearne~~
Hereford
Hillsboro
~~Hondo~~
Huntsville
~~Jacksboro~~
Jacksonville
Jasper
~~Katy~~
Kerrville
Killeen
Kingsville
La Grange
Lamesa
Lampasas
~~Lancaster~~
~~Levelland~~
Liberty
~~Littlefield~~

TEXAS (Cont'd)

~~Lockhart~~
~~Luling~~
Marlin
Marshall
~~Mc Caney~~
~~Mc Kinney~~
~~Mc Lean~~
~~Memphis~~
Mexia
~~Mineola~~
Mineral Wells
Monahans
Mt. Pleasant
Muenster
~~Muleshoe~~
~~Navasota~~
~~New Braunfels~~
Nacogdoches
Nocona
~~Odem~~
~~Olney~~
~~Paducah~~
Palestine
Pampa
~~Pearsall~~
Pecos
~~Perryton~~
~~Pittsburg~~
Plainview
~~Port Lavaca~~
~~Post~~
~~Ranger~~
~~Rankin~~
Raymondville
~~Refugio~~
~~Ringold~~
~~Rio Grande City~~
Rosenberg
Rusk
~~St. Jo~~
San Angelo
San Marcos
~~Seagraves~~
~~Seguin~~
~~Seymour~~
~~Shamrock~~
~~Silsbee~~
Sinton
~~Slaton~~
~~Spearman~~
Stamford
~~Stephenville~~
~~Stinnett~~
Sulphur Springs
~~Sweeny~~
Sweetwater
~~Taylor~~
Temple
Terrell
~~Tulia~~

TEXAS (Cont'd)

Uvalde
Vernon
Waxahachie
Weatherford
~~Wellington~~
~~Wharton~~
Wichita Falls
~~Winters~~
Yoakum

UTAH

Cedar City
~~Delta~~
~~Fillmore~~
Logan
~~Manti~~
~~Marysville~~
~~Moab~~
~~Moroni~~
~~Nephi~~
~~Ogden~~
~~Price~~
~~Provo~~
Richfield
~~Salina~~
Sigurd
Thompson
~~Vernal~~
Wendover

VERMONT

~~Bellows Falls~~
~~Brattleboro~~
~~Fair Haven~~
~~Middlebury~~
Montpelier
Morrisville
~~Newport~~
North Bennington
Rutland
~~St. Johnsbury~~
~~Wells River~~
White River Jct.

VIRGINIA

Abingdon
Alexandria
~~Altavista~~
~~Amelia~~
~~Amherst~~
Appalachia
~~Appomattox~~
~~Arrington~~
~~Ashland~~
~~Austinville~~

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VIRGINIA (Cont'd)

~~Bassett~~
~~Bedford~~
Berryville
Blacksburg
~~Blackstone~~
~~Blue Ridge~~
Boones Mill
~~Boykins~~
Bremo
~~Brookneal~~
~~Buchanan~~
~~Buena Vista~~
~~Burkeville~~
~~Cape Charles City~~
~~Chase City~~
~~Chatham~~
~~Charlton~~
~~Chester~~
~~Christiansburg~~
~~Clarksville~~
Cleveland
Coeburn
Covington
~~Crewe~~
~~Crozet~~
Culpepper
Danville
Dillwyn
~~Dinwiddie~~
Eden
Edinburg
~~Elkton~~
Emporia
~~Exmore~~
Falls Church
Farmville
~~Fieldale~~
Franklin
Fremont
Front Royal
Gate City
Glade Spring
Glasgow
~~Gloucester Court House~~
~~Goshen~~
~~Grottoes~~
Grundy
~~Hallwood~~
~~Harrisonburg~~
~~Hopewell~~
Hot Springs
~~Jarratt~~
~~Kenbridge~~
~~Keyesville~~
~~Kilmarnock~~
~~La Crosse~~
Lawrenceville
~~Locate~~

VIRGINIA (Cont'd)

Lee Hall
Lexington
~~Lively~~
~~Louisa~~
~~Luray~~
Marion
~~McKenney~~
~~Milford~~
~~Mineral~~
~~Monroe~~
Mt. Jackson
~~Narrows~~
~~Newington~~
Norton
Orange
~~Pamplin~~
~~Parkeley~~
~~Pearisburg~~
Pennington
Petersburg
~~Providence/Forge~~
Pulaski
Purcellville
~~Quantico~~
Radford
Remington
Richlands
~~Ridgeway~~
~~Rocky Mt~~
St. Paul
Saltville
Scottsville
~~Shenandoah~~
~~Smithfield~~
~~South Hill~~
So. Norfolk
Staunton
~~Stoney Creek~~
Stuarts Draft
Suffolk
Sunset Hills
~~Tappahannock~~
~~Tooley~~
Tazewell
~~The Plains~~
Timberville
~~Troutville~~
~~Victoria~~
~~Wakefield~~
Warrenton
Warsaw
Waverly
~~Waynesboro~~
~~West Point~~
~~Whytevill~~
Williamsburg
~~Windsor~~

WASHINGTON

~~Aberdeen~~
~~Arlington~~
~~Bellevue~~
~~Blaine~~
Bremerton
~~Brewster~~
Centralia/Chehalis
~~Chelan~~
Cheney
~~Chewelah~~
~~Ole Elum~~
~~Colville~~
~~Coulee City~~
~~Edmonds~~
Ellensburg
~~Enumclaw~~
Everett
Kelso
~~Lynden~~
~~Monroe~~
~~Moses Lake~~
~~Mt. Vernon~~
~~Newport~~
~~Oakesdale~~
Olympia
~~Omak/Okanogan~~
~~Oroville~~
~~Othello~~
~~Palouse~~
Port Angeles
Port Townsend
Pullman
~~Raymond~~
~~Rearden~~
~~Redmond~~
~~Ritzville~~
~~Sunnyside~~
~~Tonasket~~
Wentuchee
~~Wilbur~~

WEST VIRGINIA

~~Alderson~~
~~Athens~~
~~Barboursville~~
Beckley
~~Belington~~
~~Belle~~
Bluefield
~~Buckhannon~~
~~Burnsville~~
~~Clendennin~~
~~Elkins~~
~~Fairmont~~
~~Lewington~~
~~Massaway~~
~~Lewisville~~
~~Grafton~~

WEST VIRGINIA (Cont'd)

~~Hancock~~
Harpers Ferry
~~Hinton~~
~~Logger~~
~~Kingwood~~
~~Lewisburg~~
~~Logan~~
~~Man~~
~~Marlinton~~
~~Masontown~~
~~Milton~~
~~Montgomery~~
Moundsville
~~Mullens~~
~~New Haven~~
New Martinsville
~~Nitro~~
North Fork
~~Oak Hill~~
~~Parsons~~
~~Pennsboro~~
~~Petersburg~~
~~Philippi~~
~~Point Pleasant~~
Rainelle
~~Ravenswood~~
~~Richwood~~
~~Ripley~~
Ronceverte
~~Rowlesburg~~
St. Albans
~~St. Marys~~
~~Spencer~~
Summersville
~~Terra Alta~~
~~Welch~~
~~Wellsburg~~
Weston
~~White Sulphur Springs~~
~~Whitesville~~
~~Wiston~~
~~Worthington~~
~~Keyser~~

WISCONSIN

~~Adams~~
~~Almond~~
~~Altoona~~
~~Appleton~~
~~Ashland~~
~~Augusta~~

WISCONSIN (Cont'd)

~~Baldwin~~
~~Barneveld~~
~~Barron~~
~~Beaver Dam~~
~~Beloit~~
~~Berlin~~
~~Black Creek~~
~~Black River Falls~~
~~Bloomer~~
~~Brandon~~
~~Brillion~~
~~Brodhead~~
Burlington
~~Camp Douglas~~
~~Cedarburg~~
~~Centuria~~
~~Chetek~~
~~Chilton~~
Chippewa Falls
~~Clinton~~
~~Clintonville~~
~~Colby~~
~~Colfax~~
~~Columbus~~
~~Cornell~~
~~Cottage Grove~~
~~Crandon~~
~~Crivitz~~
~~Cross Plains~~
~~Cudahy~~
~~Cumberland~~
~~Darlington~~
~~Dodgeville~~
~~Dresser~~
~~Durand~~
~~Eagle River~~
~~Elroy~~
~~Evansville~~
~~Encland~~
~~Fond Du Lac~~
~~Ft. Atkinson~~
~~Frederic~~
~~Fredonia~~
~~Galesville~~
~~Genoa City~~
~~Green Lake~~
~~Hartland~~
~~Hayward~~
~~Hilbert~~
Hudson
~~Jim Falls~~
~~Kewaunee~~
~~Ladysmith~~
~~Lodi~~
~~Lone Rock~~

WISCONSIN (Cont'd)

~~Manawa~~
Manitowac
~~Markesan~~
~~Mauston~~
Mayville
~~Menomonie~~
~~McFarland~~
~~Medford~~
~~Melben~~
~~Menasha~~
Menomonee Falls
~~Menomonee~~
~~Merrill~~
~~Merrillan~~
~~Middleton~~
~~Milladon~~
~~Milltown~~
~~Mineral Point~~
~~Monico~~
~~Monroe~~
~~Montfort~~
~~Mosinee~~
~~Mount Horeb~~
~~Mukwonago~~
~~Nekoosa~~
~~New Lisbon~~
~~New Richmond~~
~~Oconomowoc~~
~~Oconto~~
~~Orfordville~~
~~Osceola~~
~~Owen~~
~~Oxford~~
~~Park Falls~~
~~Paynette~~
~~Pembine~~
~~Pewaukee~~
~~Phillips~~
~~Plymouth~~
~~Portage~~
~~Port Washington~~
Prairie Du Chien
~~Prentice~~
~~Racine/Kenosha~~
~~Randolph~~
~~Random Lake~~
~~Rhinelander~~
Rice Lake
~~Richland Center~~
~~Sauk City/Prairie du Sac~~
~~Seymour~~
~~Shawano~~
Sheboygan
~~Shell Lake~~
~~Shullsburg~~
~~Solon Springs~~

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WISCONSIN (Cont'd)

So. Milwaukee
~~Sparta~~
~~Spencer~~
~~Spooner~~
~~Spring Green~~
~~Stanley~~
~~Stevens Point~~
~~Stone Lake~~
~~Stoughton~~
~~Stuntevant~~
~~Sun Prairie~~
~~Therp~~
Tomah
~~Tomahawk~~
~~Turtle Lake~~
~~Verona~~
~~Viroqua~~
~~Waterloo~~
~~Waukesha~~
Waupaca
~~Wautoma~~
~~West Bend~~
~~Weyauwega~~
~~Weyenhauser~~
~~Whitewater~~
~~Wisconsin Dells~~
~~Wisconsin Rapids~~
~~Woodruff~~

WYOMING

~~Basin~~
Buffalo
Cody
~~Gillette~~
~~Greybull~~
~~Guernsey~~
Jackson
Lander
Laramie
~~Lovell~~
~~Luck~~
~~New Castle~~
Powell
Rawlins
Riverton
Rock Springs
Sheridan
~~Torrington~~
~~Upton~~
~~Wheatland~~
~~Worland~~

TOTAL COMMUNITIES: 2,973

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1/ Based on data for the following forwarders: Airborne, Air-Land, Aero Special, J. E. Bernard, Bor-Air, CF Air-freight, Domestic Air Express, Emery, Jet Air Freight, Novo, Profit-by-Air, Santa Fe Air Freight, Shulman, Southern Pacific Air Freight, Trans-Air, United Parcel (Air), Wells Fargo, Wings & Wheels and WTC.

SOURCE: REA company records; Exhibit Nos. EAF 1-3; CFAF-IR-1, 2; DAX-IR-1, 2; UPS-IR-1, 2; SPAF-IR-1, 2; JAF-IR-1, 2; WW-IR-II 1, II 2; J. E. Bernard & Co. IR, pp. 2, 3; Wells Fargo Air Express, Inc. IR Ex. 1 and Appendix A; TAFS 1-3; ASAF Attachment A; AFFA-IR-1, 2. The Information Responses of United Parcel Service Co. indicate that its air freight forwarding services are coordinated with the services of UPS (Ohio) and UPS (New York), but the facilities of the latter two corporations are not listed.

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COMMUNITIES IN WHICH REA MAINTAINS SALARIED OFFICES BUT AIR FREIGHT FORWARDERS DO NOT[1]/
(July 1971)

ALABAMA

Andalusia
Anniston
Auburn/Opelika
Brewton
Cullman
~~Enmopolis~~
Eufaula
Evergreen
Gadsden
Huntsville
Mobile
Montgomery
Selma
Sheffield
Sylacauga
Tuscaloosa

ALASKA

Anchorage
Fairbanks

ARIZONA

Flagstaff
Nogales
Prescott
Tucson
Yuma

ARKANSAS

Blytheville
Conway
El Dorado
Fayetteville
Forrest City
Ft. Smith
Harrison
Hot Springs
Hoxie/Jonesboro
Little Rock
McGehee
Newport
Pine Bluff
Russellville
Searcy/Kensett
Texarkana

CALIFORNIA

Bakersfield
Barstow
Burbank/Glendale
Calexico
Chico
Eureka
Hollywood
Indio/Palm Springs
Lancaster
~~Lompoc~~
Long Beach
Marysville
~~Merced~~
Modesto
~~Monterey~~
Oakland
Oceanside
~~Oxnard/Ventura~~
Pomona
Redding
Ridgecrest
Salinas
San Bernardino
San Carlos
San Luis Obispo
San Rafael
Santa Ana
Santa Barbara
Santa Maria
Santa Monica
Santa Rosa
Stockton
Tulare
Vallejo
~~Van Nuys~~
~~Watsonville~~

COLORADO

Boulder
Colorado Springs
Ft. Collins
Grand Jct.
Greeley
Loveland
Pueblo

CONNECTICUT

Danbury
New Haven
New London
Stamford/Norwalk

DELAWARE

Dover
Wilmington

FLORIDA

Cocoa
Daytona Beach
Ft. Lauderdale
Ft. Myers
Ft. Pierce
Gainesville
Key West
Lake City
Lakeland
Leesburg
Ocala
Panama City
Pensacola
St. Augustine
St. Petersburg
Sarasota
Starke
Tallahassee

GEORGIA

Albany
Athens
Augusta
Brunswick
Columbus
Cordele
Dalton
Dublin
Gainesville
Griffin
LaGrange
Macon
Marietta
Rome
Savannah
Thomasville
Tifton
Valdosta

IDAHO

Boise
Idaho Falls
Lewiston
Pocatello
Twin Falls

ILLINOIS

Alton
Bloomington
Carbondale
Champaign/Urbana
~~Crystal Lake~~
Danville
Decatur
Galesburg
Joliet
Kankakee
LaSalle
~~Lombard~~
Mattoon
Mt. Vernon
~~Olney~~
Peoria
Quincy
~~Rochelle~~
Rockford
Rock Island
Springfield
Sterling/Rock Falls
Waukegan

INDIANA

~~Anderson~~
Bloomington
Evansville
Highland
Kokomo
Lafayette
Michigan City
Muncie
Peru
~~Richmond~~
Scottsburg
Terre Haute
Vincennes

IOWA

~~Ames~~
~~Atlantic~~
Burlington
~~Carroll~~
Cedar Rapids
~~Clinton~~
~~Decorah~~
Des Moines
Dubuque
Ft. Dodge
Iowa City
~~Iowa Falls~~
~~Mason City~~
~~Muscatine~~
~~Ottumwa~~
~~Shenandoah~~
Sioux City
~~Spencer~~
~~Storm Lake~~
Waterloo

KANSAS

Cherryvale
Dodge City
Emporia
Great Bend
Hutchinson
Junction City
Lawrence
Liberal
Salina
Topeka

KENTUCKY

Ashland
Bowling Green
Corbin
Danville
Ft. Knox
Hazard
Hopkinsville
Mayfield
Maysville
Middlesborough
Owensboro
Paducah
Pikeville
Richmond
Somerset

LOUISIANA

Alexandria
Baton Rouge
Bogalusa
Crowley
DeRidder
Hammond
Houma
Lafayette
Lake Charles
Monroe
~~Morgan City~~
New Iberia
Shreveport
~~Thibodaux~~

MAINE

Bangor
Brunswick
Lewiston
Pittsfield
Portland
Presque Isle
Rockland
Waterville

MARYLAND

Aberdeen
Cambridge
Cumberland
Frederick
Hagerstown
Salisbury

MASSACHUSETTS

Brockton
Gardner
Hyannis
Lawrence
New Bedford
Pittsfield
Springfield
Worcester

MICHIGAN

Alpena
Ann Arbor
Benton Harbor
Escanaba
Flint
Hancock/Houghton
Iron Mountain
Ironwood
Jackson
Kalamazoo
Lansing
Ludington
Marquette
Petoskey
Port Huron
Reed City
Sault Ste. Marie
Traverse City

MINNESOTA

~~Austin~~
~~Bemidji~~
Brainerd
~~Detroit Lakes~~
Duluth
Fairmont
~~Fergus Falls~~
Hibbing
Mankato
Montevideo
Owantonna
~~Red Wing~~
Rochester
St. Cloud
~~Thief River Falls~~
Winona
Worthington

MISSISSIPPI

Biloxi
Brookhaven
Canton
Clarksdale
Cleveland
Columbus
Corinth
Durant
Greenville
Greenwood
Grenada
Hattiesburg
Jackson
Laurel
McComb
Meridian
Starkville
Tupelo
Vicksburg

MISSOURI

~~Cameron~~
Cape Girardeau
Columbia
~~Ft. Leonard Wood~~
Hannibal
Jefferson City
Joplin
Kirksville
Louisiana
Nevada
Poplar Bluff
St. Joseph
Sedalia
Sikeston
Springfield
Warrensburg
Washington

MONTANA

Billings
Bozeman
Butte
Great Falls
Helena
Kalispell
~~Miles City~~
Missoula

NEBRASKA

~~Alliance~~
Beatrice
Columbus
~~Fremont~~
Hastings
~~Kearney~~
Lincoln
~~McCook~~
~~Nebraska City~~
~~Norfolk~~
North Platte
Scottsbluff

NEVADA

Las Vegas
Reno

NEW HAMPSHIRE

Dover
Exeter
Keene
Laconia
Manchester
North Conway

NEW JERSEY

Asbury Park
Atlantic City
Boonton/Morristown/
Dover
Camden
Flemington
Hackensack/Englewood
Millville
New Brunswick
Newton
Paterson/Passaic/
Montclair

NEW MEXICO

Albuquerque
Clovis
Gallup
Las Cruces
Roswell
Santa Fe

NEW YORK

Ardsley
~~Batavia~~
Binghamton
Brentwood
~~Dunkirk~~
~~Fultonville~~
Garden City
~~Geneva~~
Glens Falls
Hornell
~~Hudson~~
Jamestown
~~Malone~~
Middletown
~~Mid-Hudson~~
~~Monticello~~
Olean
~~Oneonta~~
Plattsburg
Potsdam
Riverhead
~~Saranac Lake~~
Suffern/Nyack

NORTH CAROLINA

Asheville
~~Concord~~
Durham
Elizabeth City
Fayetteville
~~Gastonia~~
~~Goldsboro~~
Greenville
Hendersonville
Hickory
Jacksonville
Kinston
Lumberton
Mt. Airy
New Bern
Rocky Mount
Sanford
Southern Pines
Statesville
Washington
Weldon
Wilmington
Wilson

NORTH DAKOTA

Bismarck
Devil's Lake
Dickinson
Fargo
Grand Forks
Jamestown
Minot
Pembina
Valley City
Williston

OHIO

Bedford
Bryan
Canton
Celina
Chillicothe
Elyria
Fostoria
Lima
Logan
Mansfield
Marion
Norwalk
Painesville
Portsmouth
Steubenville
Toledo
Wilmington
Youngstown
Zanesville

OKLAHOMA

Bartlesville
Enid
Lawton
McAlester
Muskogee
Paul's Valley
Ponca City
Stillwater

OREGON

Albany
Klamath Falls
Medford
Salem

PENNSYLVANIA

Altoona
Beaver Falls
Butler
Chambersburg
Charleroi
Doylestown
DuBois
Erie
Hazleton
Indiana
Johnstown
Lewistown
New Kensington
Norristown
Oil City
Pottsville
Reading
Sewickley
State College
Stroudsburg
Sunbury
Warren
Williamsport

RHODE ISLAND

Newport

SOUTH CAROLINA

Anderson
Charleston
~~Chester~~
Columbia
~~Conway~~
~~Dillon~~
Florence
~~Greenwood~~
~~Orangeburg~~
Rock Hill
~~Seneca~~
Spartanburg
Sumter

SOUTH DAKOTA

Aberdeen
~~Brookings~~
~~Huron~~
Mitchell
~~Pierre~~
Rapid City
Sioux Falls
~~Watertown~~
~~Yankton~~

TENNESSEE

Chattanooga
Clarksville
Columbia
Cookeville
Jackson
Johnson City
Kingsport
McMinnville
Morristown
Oak Ridge
Paris
Tullahoma

TEXAS

Abilene
Amarillo
Austin
Beaumont
Brownsville
Bryan/College Station
Corpus Christie
Del Rio
Eagle Pass
El Paso
Ft. Worth
Galveston
Greenville
Harlingen
Hillsboro
Laredo
Longview
Lubbock
Lufkin
McAllen
Midland
Odessa
~~Paris~~
San Angelo
~~Sherman~~
Texarkana
Tyler
Victoria
Waco
Wichita Falls

UTAH

Logan
Ogden
Provo

VERMONT

Bellows Falls
Burlington
Montpelier
North Bennington
Rutland
St. Johnsbury
White River Jct.

VIRGINIA

Bristol
Charlottesville
Covington
Danville
Fredericksburg
Lynchburg
Newport News/Hampton
Norfolk/Portsmouth
Pulaski
Roanoke
Staunton
Winchester

WASHINGTON

Bremerton
Centralia/Chehalis
Kelso
~~Mt. Vernon~~
Pasco
Pullman
Tacoma
Wenatchee
Yakima

WEST VIRGINIA

Bluefield
Charleston
Clarksburg
Elkins
Fairmont
Huntington
Logan
Martinsburg
Parkersburg
Weston
Wheeling

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WISCONSIN

Ashland
Chippewa Falls
Green Bay
Janesville
LaCrosse
Madison
Manitowoc
Marshfield
Oshkosh
~~Rhinelander~~
Rice Lake
Sheboygan
Warsaw
~~Wisconsin Dells~~

WYOMING

Casper
Cheyenne
Laramie
~~Rawlins~~
Rock Springs
~~Sheridan~~

TOTAL COMMUNITIES: 600

1/ Based on data for the following forwarders: Airborne, Air-Land, Aero Special, J. E. Bernard, Bor-Air, CF Airfreight, Domestic Air Express, Emery, Jet Air Freight, Novo, Profit-by-Air, Santa Fe Air Freight, Shulman, Southern Pacific Air Freight, Trans-Air, United Parcel (Air), Wells Fargo, Wings & Wheels and WTC.

SOURCE: REA company records; Exhibit Nos. EAF 1-3; CFAF-IR-1, 2; DAX-IR-1, 2; UPS-IR-1, 2; SPAF-IR-1, 2; JAF-IR-1, 2; WW-IR-II 1, II 2; J. E. Bernard & Co. IR, pp. 2, 3; Wells Fargo Air Express, Inc. IR Ex. 1 and Appendix A; TAFS 1-3; ASAF Attachment A; AFFA-IR-1, 2. The Information Responses of United Parcel Service Co. indicate that its air freight forwarding services are coordinated with the services of UPS (Ohio) and UPS (New York), but the facilities of the latter two corporations are not listed.

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AIRPORT COMMUNITIES IN WHICH REA MAINTAINS SALARIED OFFICES BUT AIR FREIGHT FORWARDERS DO NOT[1]/
(July 1971)

New Haven, Conn.
New London, Conn.
Bangor, Maine
Lewiston, Maine
Portland, Maine
Presque Isle, Maine
New Bedford, Mass.
Worcester, Mass.
Keene, N. H.
Manchester, N. H.
Binghamton, N. Y.
Glens Falls, N. Y.
Jamestown, N. Y.
Olean, N. Y.
Watertown, N. Y.
Burlington, Vt.
Montpelier, Vt.
Rutland, Vt.
Wilmington, Del.
Asbury Park, N. J.
Atlantic City, N. J.
Altoona, Pa.
Erie, Pa.
Johnstown, Pa.
Reading, Pa.
State College, Pa.
Williamsport, Pa.
Bluefield, W. Va.
Charleston, W. Va.
Elkins, W. Va.
Parkersburg, W. Va.
Wheeling, W. Va.
Asheville, N. C.
Hickory, N. C.
Kinston, N. C.
Rocky Mount, N. C.
Southern Pines, N. C.
Wilmington, N. C.
Anderson, S. C.
Charleston, S. C.
Columbia, S. C.
Florence, S. C.
Greenwood, S. C.
Charlottesville, Va.
Danville, Va.
Lynchburg, Va.
Newport News, Va.
Norfolk, Va.
Roanoke, Va.
Staunton, Va.
Anniston, Ala.
Gadsden, Ala.
Huntsville, Ala.
Mobile, Ala.
Montgomery, Ala.
Daytona Beach, Fla.

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Ft. Lauderdale, Fla.
Ft. Myers, Fla.
Gainesville, Fla.
Key West, Fla.
Ocala, Fla.
Panama City, Fla.
Pensacola, Fla.
Tallahasee, Fla.
Albany, Ga.
Athens, Ga.
Augusta, Ga.
Brunswick, Ga.
Columbus, Ga.
Macon, Ga.
Savannah, Ga.
Thomasville, Ga.
Valdosta, Ga.
Biloxi, Miss.
Columbus, Miss.
Greenville, Miss.
Greenwood, Miss.
Hattiesburg, Miss.
Jackson, Miss.
Laurel, Miss.
Meridian, Miss.
Tupelo, Miss.
Vicksburg, Miss.
Owensboro, Ky.
Paducah, Ky.

Alpena, Mich.
Escanaba, Mich.
Flint, Mich.
Hancock, Mich.
Iron Mountain, Mich.
Ironwood, Mich.
Jackson, Mich.
Kalamazoo, Mich.
Lansing, Mich.
Marquette, Mich.
Petoskey, Mich.
Sault Ste. Marie, Mich.
Traverse City, Mich.
Lima, Ohio
Portsmouth, Ohio
Toledo, Ohio
Youngstown, Ohio
Zanesville, Ohio
Chattanooga, Tenn.
Clarksville, Tenn.
Jackson, Tenn.
Kingsport, Tenn.
Bloomington, Ill.
Champaign, Ill.
Danville, Ill.
Decatur, Ill.
Galesburg, Ill.
Mattoon, Ill.
Mt. Vernon, Ill.

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Peoria, Ill.
Quincy, Ill.
Rockford, Ill.
Springfield, Ill.
Sterling, Ill.
Bloomington, Ind.
Evansville, Ind.
Lafayette, Ind.
Muncie, Ind.
Terre Haute, Ind.
Ashland, Wisc.
Green Bay, Wisc.
La Crosse, Wisc.
Madison, Wisc.
Manitowoc, Wisc.
Oshkosh, Wisc.
~~Rhinelander, Wisc.~~
El Dorado, Ark.
Fayetteville, Ark.
Ft. Smith, Ark.
Harrison, Ark.
Hot Spring, Ark.
Jonesboro, Ark.
Little Rock, Ark.
Pine Bluff, Ark.
Texarkana, Ark.
Colorado Springs, Colo.
Grand Junction, Colo.
Pueblo, Colo.

Great Bend, Kans.
Hutchinson, Kans.
Liberal, Kans.
Salina, Kans.
Topeka, Kans.
Cape Girardeau, Mo.
Columbia, Mo.
~~Ft. Leonard Wood, Mo.~~
Jefferson City, Mo.
Joplin, Mo.
Kirksville, Mo.
St. Joseph, Mo.
Springfield, Mo.
Bartlesville, Okla.
Enid, Okla.
Lawton, Okla.
Muskogee, Okla.
Stillwater, Okla.
Alexandria, La.
Baton Rouge, La.
Lafayette, La.
Lake Charles, La.
Monroe, La.
Shreveport, La.
Albuquerque, N. M.
Clovis, N. M.
Gallup, N. M.
Roswell, N. M.
Santa Fe, N. M.

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Abilene, Tex.	Sioux City, Iowa
Amarillo, Tex.	Waterloo, Iowa
Austin, Tex.	~~Bemidji, Minn.~~
Beaumont, Tex.	Brainerd, Minn.
Brownsville, Tex.	Duluth, Minn.
Corpus Christi, Tex.	Fairmont, Minn.
El Paso, Tex.	Hibbing, Minn.
Galveston, Tex.	Rochester, Minn.
Harlingen, Tex.	~~Thief River Falls, Minn.~~
Laredo, Tex.	Worthington, Minn.
Longview, Tex.	Columbus, Neb.
Lubbock, Tex.	Hastings, Neb.
Lufkin, Tex.	~~Kearney, Neb.~~
McAllen, Tex.	Lincoln, Neb.
Midland, Tex.	~~McCook, Neb.~~
~~Perie, Tex.~~	~~Norfolk, Neb.~~
San Angelo, Tex.	North Platte, Neb.
Tyler, Tex.	Scottsbluff, Neb.
Victoria, Tex.	~~Sidney, Neb.~~
Waco, Tex.	Bismarck, N. D.
Wichita Falls, Tex.	Devils Lake, N. D.
Burlington, Iowa	Grand Forks, N. D.
Cedar Rapids, Iowa	Jamestown, N. D.
Clinton, Iowa	Minot, N. D.
Des Moines, Iowa	Williston, N. D.
Dubuque, Iowa	Aberdeen, S. D.
Ft. Dodge, Iowa	~~Brookings, S. D.~~
Mason City, Iowa	~~Pierre, S. D.~~
~~Ottumwa, Iowa~~	Rapid City, S. D.

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Sioux Falls, S. D.
~~Watertown, S. D.~~
Anchorage, Alas.
Fairbanks, Alas.
Boise, Idaho
Idaho Falls, Idaho
Lewiston, Idaho
Pocatello, Idaho
Twin Falls, Idaho
Billings, Mont.
Bozeman, Mont.
Butte, Mont.
Great Falls, Mont.
Helena, Mont.
Kalispell, Mont.
~~Miles City, Mont.~~
Missoula, Mont.
Klamath Falls, Ore.
Medford, Ore.
Salem, Ore.
Pasco, Wash.
Pullman, Wash.
Wenatchee, Wash.
Yakima, Wash.
Casper, Wyo.
Cheyenne, Wyo.
Laramie, Wyo.
Rock Springs, Wyo.
~~Sheridan, Wyo.~~
Flagstaff, Ariz.
Nogales, Ariz.
Prescott, Ariz.
Tucson, Ariz.
Yuma, Ariz.
Bakersfield, Calif.
Chico, Calif.
Eureka, Calif.
Lancaster, Calif.
Long Beach, Calif.
Marysville, Calif.
~~Merced, Calif.~~
Modesto, Calif.
~~Monterey, Calif.~~
Oakland, Calif.
Oxnard, Calif.
Redding, Calif.
Santa Ana, Calif.
Santa Barbara, Calif.
Santa Maria, Calif.
Santa Rosa, Calif.
Stockton, Calif.
Las Vegas, Nev.
Reno, Nev.

TOTAL: 283

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1/ Based on data for the following forwarders: Airborne, Air-Land, Aero Special, J. E. Bernard, Bor-Air, CF Air-freight, Domestic Air Express, Emery, Jet Air Freight, Novo, Profit-by-Air, Santa Fe Air Freight, Shulman, Southern Pacific Air Freight, Trans-Air, United Parcel (Air), Wells Fargo, Wings & Wheels and WTC.

SOURCE: REA company records; Exhibit Nos. EAF 1-3; CFAF-IR-1, 2; DAX-IR-1, 2; UPS-IR-1, 2; SPAF-IR-1, 2; JAF-IR-1, 2; WW-IR-II 1, II 2; J. E. Bernard & Co., IR, pp. 2, 3; Wells Fargo Air Express, Inc. IR Ex. 1 and Appendix A; TAFS 1-3; ASAF Attachment A; AFFA-IR-1, 2. The Information Responses of United Parcel Service Co. indicate that its air freight forwarding services are coordinated with the services of UPS (Ohio) and UPS (New York), but the facilities of the latter two corporations are not listed.

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Exhibit EAF-R-T-4
Page 1 of 12 pages

REBUTTAL TESTIMONY OF MAX KING

I have reviewed the exhibits and testimony submitted by REA in this case in which it seeks both to retain its monopoly over air express and to become an air freight forwarder. Probably never before in a CAB proceeding has an applicant prefaced its proof with the statement offered by REA's president here: that REA comes before the Board with "a poor service reputation, declining sales volume, and a loss operation." (REA-T-1, p. 1). Furthermore, virtually none of the letters submitted by REA in supp. rt of its application (REA-354) urge the retention of "express" as a category of service; rather, they support a grant of air freight forwarding authority to REA.

Of the seventeen letters "of support" written by shippers at REA's solicitation, we read them all and found that:

1. Not one shipper supported REA Air Express' request for continued air express authority solely for REA with its requested tariff flexibility.
2. Only nine of the seventeen letters supported REA Air Express' application for air freight forwarding authority. The other eight denied support for REA Air Express' application as an air freight forwarder.

While justifying its monopoly status with the allegation that REA has very broad geographic coverage, REA states that it is planning to eliminate "a relatively small number of . . . offices" in its system (REA-T-1, p. 9). From what we have been able to determine, this is a gross understatement. As Exhibit EAF-R-26 indicates, there are no local phone numbers listed for

over 68% of the cities where REA purports to have offices. It would seem a fair inference that where there is no telephone, there is in fact no office.

In addition, REA has applied to the Public Service Commission of Wisconsin to close its offices at 230 Wisconsin points. This application was dated August 12, 1971, and is reproduced as Exhibit EAF-R-27. It is pertinent to note that REA's testimony in this case was submitted on August 23, 1971. The Order of the Wisconsin PUC is reproduced as Exhibit EAF-R-28. A newspaper article from a Wassau, Wisconsin, newspaper states that "several offices in southeast Wisconsin were closed as long ago as January, without the company applying to the Commission." (EAF-R-29).

It may be true that REA may have more total offices than do air freight forwarders in general, and than does Emery in particular. However, the important comparison is as between airport facilities maintained. Emery has 66 such facilities, whereas REA Air Express has only 37 exclusive Air Express offices. (Exhibit REA-103). The reason this comparison is important is that routing a shipment to a downtown REA office creates an extra transit journey for any shipment (from airport to REA office), an additional handling process at an additional place, and the consequent loss of delivery time which this involves. Since Emery's offices are all on, or immediately adjacent to, airports, a shipment is transferred either directly to a customer performing his own pickup or is dispatched directly from the airport to the customer by an Emery delivery service.

Mr. Kole's testimony is inaccurate in stating that REA provides billing handling, administration, selling, advertising, claims processing, paying and tracing services "which the airlines themselves perform for air freight." When the air freight is moved by a forwarder like Emery, the forwarder, not the airline, provides these services. Moreover, at all of

the airports where REA Air Express does not have offices (and there are 481), all of these services are performed by airline personnel for REA. Thus, at 85% of the nation's airports, the functions Mr. Kole lists are provided to REA by airline personnel and not by Air Express personnel. (PA-T-5, p. 9).

With regard to the off-airport offices, whatever their number may really be, we have discovered that they are ill-able to ha dle Air Express shipments. Mr. Doyle's testimony (EAF-R-T-5) illustrates the difficulty of attempting to send a shipment by REA Air Express. I was advised by Mr. Doyle that he had sent me a package by REA Air Express on September 10. Ten days later, on September 20, I caused the Railway Express facility at Danbury, Connecticut to be contacted. They were given the waybill number and asked whether the shipment could be traced. The Railway Express agent taking the call responded that they would look around the office for the package. Upon returning to the telephone, he stated that it wasn't there. He was then asked again if the package could be traced. He responded that only the originating office could trace a shipment. Thereupon, I directed Mr. Doyle to trace the shipment from Waurika.

As of September 25, 1971, the shipment has not been heard from.

In Exhibit REA-201, at page 11, REA details its basic handling procedures for transmitting a shipment from an off-line office to an on-line office, using the example of a shipment from Center Ossipee to Philadelphia. After reviewing this description of REA's handling procedures and transit time, I decided to test REA's actual service by having a one pound package, addressed to Groben's Sea Food, 6833 Germantown Avenue, Philadelphia, Pennsylvania, tendered to REA at Center Ossipee. Following my directions, such a package was prepared and was taken by one of our salesmen to Center Ossipee on the morning of Monday, September 13, 1971. He arrived at about

9:00 a.m., but was unable to find an REA office. Inquiry revealed that REA does not offer service from Center Ossipee.

He was told that REA did offer service through the railroad station at West Ossipee, some six miles distant. Upon reaching that establishment, at about 9:30 a.m., he tendered the shipment for air transportation. The clerk had no air tariff, and suggested he take the shipment to Dover which is about 50 miles distant. The clerk was unable to quote a rate even for the surface portion of the movement to Boston, and had to telephone to Dover for the rate.

The shipment was accepted at 9:48 a.m., Monday, September 13, 1971, on REA bill No. 55-99-53.

The shipment arrived in Philadelphia at its destination at 12:15 p.m., Wednesday, September 15, 1971. The elapsed time was thus slightly more than twice the time used by REA in its Exhibit 201.

I know that two shipments are not "statistically significant" with respect to all of REA's service. But our experience at Center Ossipee and at Waurika is entirely consistent with my general knowledge of the performance of that company, derived from my experience with Emery and with other companies in the air carrier field. Because of this, we are certainly ready to concede that these examples of REA's services, which REA itself has chosen to include in its evidence in this case, are indeed representative of REA's service to small communities generally.

* * *

REA seeks to give the impression that it serves a vast number of points and that service to these points would disappear if it is not successful in this proceeding. As already noted, there is very real doubt that REA is in fact serving anywhere near the number of communities where it purports to

have offices. Moreover, a distinction must be made between REA surface express offices and REA air express offices. In any event, however, such services will continue to be provided to and from any of these points by Emery advancing charges over REA, a practice which Emery has followed for many years. Alternate pickup and delivery service is now available at a vast number of places, large and small, across America. First, the airlines and their connecting motor carriers currently list (in the Air Freight Directory) 8,558 points in the United States where pickup and delivery service is available. Second, the air freight forwarders similarly have arrangements for pickup and delivery service in many, many places. For example, Emery's current pickup and delivery tariff (CAB 53) lists service at a total of 6,706 points in the United States. By contrast, REA's Air Express tariff (C.T.C. (A) No. 1, CAB No. 1) shows 5,956 points within terminal areas where air express services, including pickup and delivery, are provided.

In addition, Emery has authority from the ICC which permits it to provide pickup and delivery service at any point in the 50 states. (Moreover, of course, Emery's services exist now at airports in each of the 50 states.) Obviously, we do not maintain such service at every hamlet and village in America. The provision of pickup and delivery service at a particular point is in part a response to demand. If no traffic is generated by a point, it is deleted from the pickup and delivery tariff. We believe that some of the financial woes of REA have been caused by an attempt to provide too broad a coverage and to maintain service at points where it is not economically justified. REA apparently believes this as well, since it obviously has deleted, and intends further to delete, service at hundreds of points in the U. S.

In addition to the large number of points where Emery provides pickup and delivery service, we have recently made a further attempt to expand our service to more of the smaller airports in the country and more of the smaller cities conveniently served through those airports. We have signed agreements

with 29 commuter carriers who provide services at 81 airports not presently included in EAF Tariff 38. (See Exhibit EAF-R-30). These commuter carriers, in turn, can provide pickup and delivery service within 25 miles of each of these airports. Thus, a single shipment, moving on an Emery air freight waybill, can now be sent to a vastly increased number of small points.

REA's exhibits attempt to claim that REA spreads its services throughout the nation, among large and small communities, but that the air freight forwarders concentrate their activity in a few high density markets.

The facts in REA's exhibits, as distinguished from some of its conclusions, show that REA Air Express concentrates its activity in the high volume markets! Only six cities produced 56% of REA's total express shipments, and only 4% of REA's combined offices produced 82% of all REA's air express shipments. (REA-T-8, p. 4; REA-202, p. 2; REA-205). Thus, one can infer that REA Air Express concentrates its activity to a high degree in a few responsive metropolitan markets.

REA Air Express stresses in its testimony, its dominance in, and responsibility for, "service to smaller communities" (REA-T-1, p. 13), and that REA is "far less concentrated in these large city markets." (REA-T-8, p. 4). However, REA-205 and REA-212 show that 87.4% of REA's O & D gross revenues come from only 6.5% of its 3,345 claimed offices, and, further, that in cities of less than 1,000 population, only 0.9% is generated. Moreover, REA states that the volume is so small at "Branch Package Agencies . . . its inclusion would not . . . alter the comparisons . . . for the reason that the volume of business handled by the BPA's is relatively small." (REA-T-8, p. 5, footnote 1). Yet the largest single category of REA offices is the Branch Package Agency office which accounts

for 38% of all REA offices. (REA-202, p. 1). The appropriate comparison is that a forwarder such as Emery obtains only 6% of its tonnage from its top ten markets. (EAF-R-31).

REA asserts (REA-T-1, p. 4) that only REA Air Express is in a position to offer a true single line service in which only one carrier has responsibility for the entire movement. This is simply not so! Emery routinely issues a single Emery waybill for transportation between 41,000 city pairs. It thus has responsibility for the entire movement. Moreover, with its nationwide surface forwarding authority, Emery can provide single carrier responsibility on a vastly greater scale.

In the event the CAB abolishes the category of Air Express, there will be no widespread injury to the shipping public because more than forty percent of all Air Express offices already handled no shipments at all during a recent month-long survey according to a witness for REA. (REA-T-8, p. 7). The lack of public use of Air Express in a large number of cities is further demonstrated by this same witness who claims that two-thirds of Air Express' city pairs produce only 1.4 shipments a day!

I wish to note that Emery's $7.47 special minimum tariff is available in many markets. Mr. Kerrigan, in his testimony, has stated that "the cost of Air Express to the shipper of small packages is consistently less than the comparable cost of air freight forwarding . . . ."* Emery's $7.47 minimum general commodity rate (airport-to-airport) is available in 4,096 markets. Air Express has a minimum rate of $8.50. In addition, REA Air Express has requested permission to add an "emergency" $1.00 per shipment surcharge on all air express shipments. (Exhibit EAF-R-32).

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* REA-T-3, p. 2.

Emery's minimum rate is based on airport-to-airport service because in our experience up to 25% of our shippers do not want pickup and/or delivery service.** Thus, we do not burden our customers with the cost of a service which a substantial segment of the shipping public does not want. Emery's experience appears to be very close to that of REA. Thus, Exhibit PA-T-5, p. 8, shows that 21% of Air Express shipments are neither picked-up nor delivered. Thus, REA burdens nearly a quarter of its customers with the cost of services which they do not want nor use.

* * *

I would turn now to REA's claim that it is willing to transport types of commodities which the air freight forwarders refuse to carry. In fact, as Exhibit EAF-R-35 shows, Emery now carries many of these commodities which REA claims to be unique to its service.

Moreover, in Exhibit EAF-12, filed last April, Emery stated that it "would probably conform its rules on the acceptability of shipments" to the rules of the present air express service, if Emery were authorized to engage in express service. However, on August 13, 1971, Emery transmitted the following message to the Air Express Coordinating Committee:

> "In the event one or more direct air carriers withdraw from the Air Express Agreement, Emery will immediately file tariff amendments permitting the acceptance of all commodities and to allow the same type of services and to the same points as REA Air Express had been providing via that carrier or carriers, but not on the same division of revenue formula as between the Carriers and REA presently in effect."

Thus, Emery is clearly committed to provide all services which REA Air Express now provides.

* * *

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* EAF-R-33.

I turn now to the exhibits and testimony presented by the Participating Airlines in this case.

The airlines seem to suggest, in Mr. deVoursney's testimony (PA-T-3, pp. 7-8), that ACI could serve as the substitute for REA. Emery believes that a combination of ACI and the freight forwarders could indeed meet all service demands heretofore catered to by REA Air Express. However, one can infer from Dr. Campbell's testimony that ACI suffers from scheduling rigidity. I read Dr. Campbell's testimony (PA-T-4, p. 4) as saying that, for example, a shipment which "comes in" at 3:15 p.m. for movement in the Los Angeles-Chicago market will only receive second day delivery. By contrast, I have had examined the shipments received by Emery for Los Angeles-Chicago service coming in after 6:00 p.m. on the test days used in Exhibit EAF-23. The result of this examination shows that an average of 53.55% of shipments in this market were delivered on the next day. (EAF-R-36).

I would like to comment on one aspect of the testimony of Mr. deVoursney (PA-T-3) for the Participating Airlines. He says, at pages 2-3, that the major air freight forwarders are obtaining from the ICC nation-wide surface freight forwarder authority for traffic having a prior or subsequent movement by air. He also says that "such rights will enable them to render a combination of air service between major air terminals and motor carrier service beyond such terminals . . . to and from the smaller certificated airline points, thus subjecting the air express service of the local airlines to diversion." It is the company policy of Emery not to use its ICC surface authority between its tariff points which are the certificated airport cities.

Moreover, it should be noted that the trunk carriers on frequent occasion use substitute truck service between points served by the local service carriers.

I should also like to note that the exhibits in the 200 series of the Participating Airlines tend to distort the facts. An examination of EAF-1 shows that Emery provides service at 164 locations, 65 of which are Emery terminals and 99 are provided through an Emery agency contract.

* * *

The airlines have additional and unused weight/space in 98.3% of their flights, thus proving that the air express category with its "Priority" status is now meaningless and should be withdrawn by the CAB because it is no longer a required category of service. (EAF-R-38).

* * *

Comparing the elapsed time surveys of both REA Air Express (REA-351, p. 3) and Emery (EAF-20, pp. 1-2), it is clear that Emery consistently excels over REA Air Express. Emery measured all of the actual delivery times in the major 35 cities that REA surveyed. The result for next day delivery via REA was 66% based on a single day, June 3, 1971. The result for next day delivery via Emery was 72.1% (May 3, 1971), 74.9% (May 11, 1971), 72.5% (May 19, 1971), and 75.2% (May 27, 1971).*

A copy of current magazine advertising by REA Air Express (EAF-20) claims that 70% (seventy percent) of all REA Air Express shipments are delivered within twenty-four hours. The REA Exhibit 351 is at variance with the advertising copy.

The EAF-20 exhibit was produced from recorded times of acceptance of the shipment at the consignor's door, and from the recorded times of delivery to the consignee, both of which were entered into the EMCON

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* The entries under "second day" in EAF-20 mean, of course, "second day and beyond."

computer system. The entry of acceptance date and time reflects at the point of origin (either upon receipt at the consignor's dock or on receipt at Emery's dock in the case of shipper delivery to Emery). The delivery date and time was likewise entered into the computer system as of the time the driver of the delivery truck had the consignee sign for the shipment. (The actual entry into EMCON was made upon the driver's return to Emery's facilities. Of course only actual pickup and delivery times were entered and non-delivered shipments were not measured.) Thus, all entry dates and times are actual and the survey includes all shipments for those dates in those thirty-five cities for shipments whose completed record was entered into EMCON.

The thirty-five cities in REA's elapsed time survey (REA-351) are their "exclusive" airport office cities and, presumably, the largest and also the best on their system. Since they have not developed which city pairs were involved in producing this survey, we have no way of determining whether these were all short haul markets or something else.

However, by comparing the city pairs in EAF-23, one can see that we had a variety of conditions in the measurements, large to large (with heavy scheduling), large to medium with a variety of types of equipment and schedules, and, of course, the medium size city pairs even had interline connections and on-line transfers to contend with. The same procedures for entering and extracting the information in this exhibit was used as in the preceding discussion relative to EAF-20. Both exhibits were produced by our computer system after the fact.

* * *

Emery, through its "Special Handling Service," Rule 150, in CAB 45, provides the shipper with the same type of "Expedited Guaranteed Service"

or your surcharge money back, similar to what REA and the Participating Airlines do. (EAF-R-39 and EAF-R-40). However, REA's service is limited to only 144 city pairs, while Emery's service is extended to 2,500 city pairs, thus benefiting a far larger segment of the shipping public. Emery thus adds more than does REA to the total number of market pairs where such service is offered by the airlines.

Docket 22388
Exhibit EAF-R-T-5
Page 1 of 4 pages

REBUTTAL TESTIMONY OF JAMES J. DOYLE

My name is James J. Doyle and I reside in Dallas, Texas. I am the Regional Manager of Emery Air Freight for the Southwest Region.

On Friday, September 19, 1971, I tendered a shipment to Railway Express in Waurika, Oklahoma, at approximately 1600 hours. This shipment was one piece, approximately seven or eight pounds consigned to Max King, Rising Ridge Road, Ridgefield, Connecticut. This traveled on REA receipt number 55-68-55. It was one carton of gourmet foods with a declared valuation of $75.00.

Upon arriving on Waurika, Oklahoma, we went to the Railway depot expecting that that was normally where we would locate the REA agency. People at the depot informed us that REA worked through an agent which was Burger's Farm and Ranch Store on Main Street. I went to Burger's Farm and Ranch Store and talked with Mr. W. E. Burger, the owner. I informed him that I wanted to make an air express shipment and was advised that he did not have any air express waybills but that I should use an REA Express surface bill and that would do the trick. I asked him how it would be known that it was an air express shipment and he informed me it would be marked "air" and some place along the line it would be changed. I questioned him further as to where it would be changed and he said he did not know.

He did finally locate an REA uniform bill of lading which he asked me to fill out because he wasn't too sure of what went where. I did subsequently fill out the bill copy attached, which he proceeded to start tearing to attach to the package and I informed him that I should receive the receipt.

He tore off the "shipper's" copy and handed it to me but had not signed it. I asked him if he would be good enough to sign the "shipper's" copy as it did represent my receipt. He did do this.

I had originally asked for a prepaid waybill but he informed me that he did not have any prepaid bills on hand and that he did not have the tariff so he could not figure out the charges anyhow. I asked him what the valuation charge was and he said well it's about 23 cents or 25 cents or 28 cents for $100.00, "they change it so often that I don't try to keep up." I asked him when the shipment would leave Waurika and he said approximately 6:00 a.m. the next morning which was Saturday, September 11. I asked him where the shipment would go and he replied that he wasn't too sure but it did go by truck from Waurika.

I asked Mr. Burger if he did much business as an REA agency. He said that his income in the first nine months of 1970 was $45.00. I queried, "a month?"; he said, "no, $45.00 for the whole first nine months." I asked him further if he handled many live animal shipments and he said he couldn't ever remember having handled a live animal. At the time I dropped the shipment off the temperature was approximately 98 degrees; had it been a live animal or bird shipment I doubt very much if the temperature and then a long truck ride would have added much to the longevity of that particular animal.

Waurika does not have a population sign at the edge of town as we are accustomed to seeing but according to Rand & McNally the population in 1970 was 1,933 people. A bird's eye view of the town indicated that number was pretty close to correct. I examined a copy of the telephone book and there are no bird breeders indicated therein nor any apparent

outlets for birds. If the Farmer's National Bank made loans to bird breeders they are either located in another city or extremely deceptive in hiding their identity in Waurika, Oklahoma.

Please note on the attached receipt that it was marked air express and was "to be converted some place along the line," so how and when one receives the package and at what price will have to be added to complete this saga. Mr. Burger, the store owner, who signed my receipt was certainly a fine gentleman, but knew very little about the service for which he was an agent. As he indicated, his revenues are so small and the number of shipments so infrequent that it didn't really take too much of his time. There is no pick-up and delivery service of any sort, unless it would be provided by the truck that goes through, but that was unknown to Mr. Burger.

On September 21, 1971, Mr. King asked that I request Mr. Burger to trace this shipment. I did so, and was advised by Mr. Burger that there was no way he could trace the shipment.

Docket 22388
Exhibit EAF-R-T-5
Page 4 of 4 pages

REA Express **COLLECT**

Air Air Air

UNIFORM BILL OF LADING

ORIGINAL — NON-NEGOTIABLE — DOMESTIC

Origin

☐ Check here if money classification shipment

SHIPPER'S NO.

Destination, City and State: RIDGEFIELD CONN

REA Receipt Number: 55-68-55

Consignee's Name and Address: MAX KING, RIDGEFIELD CONN

Date Shipped: 4-10-1968

Paid in Part

Prized By

Declared Value: 75

Shipper's Name and Address: JAMES T. DOYLE, WAUKIKA OKLA

Advances

Storage

Other

Value Charges

Express Charges

Total

C.O.D.

C.O.D. Service Chg.

No. Pcs.	Kind of Packages, Description of Articles, Special Marks and Exceptions	Wgt. Subject to Correction	Rate Basis or Class
1	Ctn GOURMET FOODS		

SHIPPER'S COPY

Tariff	Section	Rate Table	Scale

Collect Service Chg. From Consignee? ☐ YES ☐ NO

W C Burgess

for Railway Express Agency, Inc.

Date 19

Number Pieces

Hour A.M. P.M.

Ptd. in U.S.A. Form 1000 (4-70)

Subject to the terms and conditions of the Uniform Bill of Lading as the same appears in the applicable Express Classification and tariffs on file with the Interstate Commerce Commission and the regulatory bodies of the several states and limited as to amount to the value declared herein or $50 or 50¢ per pound actual weight where no value is declared.

Docket 22388
Exhibit EAF-R-T-6
Page 1 of 3 pages

REBUTTAL TESTIMONY OF BARRY L. HANSON
(Rebuttal to Exhibit REA-352)

At my direction, two of my assistants visited REA headquarters in New York on October 12. 1971, to examine the work papers supporting exhibit REA-352.

REA did not supply us with "source" documents, that is, they did not have delivery receipts on the shipments in the survey. What we were permitted to see were Xerox copies of recap sheets that had delivery information filled in by the personnel at the various consignees (General Motors Dealerships). We were told by Mr. Kerrigan that these sheets were completed by the personnel at the dealerships, forwarded to General Motors Headquarters, who in turn forwarded them to REA.

We were not allowed to make Xerox copies of these sheets on Tuesday. We asked Mr. Kerrigan if we could copy them, at our expense, and his reply was, "I'd rather you didn't."

Emery Air Freight had 144 shipments listed on these sheets. All carriers were alpha coded on these sheets and Mr. George Cole supplied us with a key to the codes. On four of the Emery shipments there wasn't any delivery information listed. Table I shows our transit time performance "door to door", that is, from day of pick-up to consignee signature. It is our opinion that this was the standard used by REA to measure all carriers' performance in this study.

TABLE I

ELAPSED TIME FROM PICKUP TO DELIVERY
OF EMERY TEST SHIPMENTS

Business Days	Number	% of Total
1	66	47.1%
2	66	47.1%
3	7	5.0%
4	1	.7%
5	--	--
6	--	--
Totals:	140	100.0%

Table II reflects the comparison of Emery performance with REA's reported performance.

TABLE II

ELAPSED TIME FROM PICKUP TO DELIVERY
OF TEST SHIPMENTS
REA AIR EXPRESS VS. EMERY AIR FREIGHT

	% of Total	
Business Days	REA Air Express	Emery Air Freight
1	45.8%	47.1%
2	41.7%	47.1%
3	9.0%	5.0%
4	2.1%	.7%
5	.7%	--
6	.7%	--
Total:	100.0%	100.0%

Thus 12.5% of the Air Express shipments in the test took more than two business days for delivery, compared to Emery's 5.7%. 3.5% of Air Express shipments took four or more days for delivery versus Emery's .7%. Stated another way, five times as many Air Express shipments were in transit four or more days than Emery's.

Table III reflects cumulative performance, REA vs. Emery.

TABLE III

ELAPSED TIME FROM PICKUP TO DELIVERY
OF TEST SHIPMENTS

REA AIR EXPRESS VS. EMERY AIR FREIGHT

Business Days	Cumulative % of Total REA Air Express	Emery Air Freight
1	45.8%	47.1%
2	87.5%	94.2%
3	96.5%	99.3%
4	98.6%	100.0%
5	99.3%	100.0%
6	100.0%	100.0%

Tables I, II and III show our performance versus Air Express as reported by them, using their standards, as to what constitutes delivery.

One further point should be made. All shippers and consignees are apparently regular customers of REA, but not necessarily of Emery. Some, we believe, have REA personnel stationed on their premises. Thus they are all used to dealing with REA.

EXPRESS SERVICE INVESTIGATION

Exhibit EX-1

STATEMENT BY JACK WILLIAMS
WASHINGTON RLA'S SERVICE
BEFORE THE CIVIL AERONAUTICS BOARD
ON RLA AIR EXPRESS SERVICE

OCT 19 1971

The purpose of this statement is to try to pinpoint some of the problems facing small shippers who are dependent on RLA for prompt reliable service and are not getting it. Further we will try to show a steady deterioration in service while prices have skyrocketed out of all reason.

I began operations in Washington in August, 1966 to provide film coverage of National news events for out-of-town Television stations. After our films were ready for shipment we had a courier take them to Air Express (RLA) at National Airport. Our understanding with RLA at that time was that we would have our shipment in their hands 30 minutes before scheduled departure and they would get it aboard the airplane for whatever destination we were trying to reach. In general, this worked very satisfactorily in spite of the difficulty in reaching the express office in the terminal. Virtually all our packages are in the minimum weight classification (about 1Lb) the charge for which was approximately $3.50 at that time. There were occasional "missed" flights or "overflights" but no more than expected human error would call for under the extreme conditions in their old office.

In 1967 RLA moved to its new building across the field from the terminal and we were assured our service would be much improved. Prior to the move a price increase to more than $4.00 had taken place and almost immediately after their relocation the advance time for having shipments at their terminal became 45 minutes prior to takeoff. In spite of this extra 15 minutes lead time the number of missed flights increased

significantly. Out of about 15 air shipments we make weekly as many as five were not aboard the flights for which brought them to the Airport. Between 1967 and the present the advance time has been increased from 45 minutes to one hour and with some receiving clerks insisting on two hours. The minimum price package is now $8.50 and it would have been ever more had CAB not refused a rate increase earlier this year.

In spite of the extra time and the 140% increase in price we still have packages that don't go out as scheduled. The only reason we are given is "The airline didn't come by to pickup for that flight" or "We haven't seen anyone from X Airline all day." It was our understanding it was up to REA to see that express was delivered to the airline in view of the fact it is only with REA that we deal. We are often told to call the airline and tell them the package is at REA if we expect it to make a certain flight. Other times some personnel will go out of their way to see that our packages are picked up by the airlines for a certain flight.

Before going into the recovery problems at the other end I would like to comment on the latest REA proposals to shippers.."Guaranteed Same Day Service."

A copy of this offer described as rule No. 4.5 is attached, but we assume CAB authorized the rate structure before it was put into effect. Under Section (F) item (3) it says, "A charge of $5.00 per shipment will be assessed for special handling of shipments tendered to carrier at origin airport, on which shipper requests 'Guaranteed Same-Day Service' ". What is the $8.50 initial charge for, so the package can sit in the REA terminal overnight? Can we expect a deliberate slow-down in service so we'll be forced to use this higher-priced option?

I would remind REA that on the very same flyer on which it announces

(3)

"Guaranteed Same-Day Service" there is a paragraph in small print in the lower left hand corner. The entire paragraph is significant, but I'll quote only the last sentence. "We route each shipment to go on the FIRST (their emphasis) available plane - passenger or cargo." If that is the case then we can see no justification for adding another five dollars to the current rates. After all, the eleven points of destination listed each have multiple flights after the 2 PM deadline for pickup so what is REA promising except it will live up to its original obligation if the customer is willing to pay a bonus? Even if we are willing to pay a bonus what happens to shipments to Charlotte, Raleigh-Durham, Indianapolis, Milwaukee, Houston or Phoenix? Those cities have no special service; in fact we question at times whether they have any service. All I can see that REA is doing is looking for an answer to the "Next Flight Out" and "Small Package Service" some airlines are now offering. CAB may find it desirable to make that type of service a part of these hearings if it hasn't already done so.

I mentioned several cities to which we ship. Recovery of packages of newsfilm at several is excellent. Charlotte, Raleigh-Durham and ~~Phoenix~~ Houston all report fine cooperation. Unfortunately the same cannot be said for Indianapolis, Milwaukee, Phoenix, Norfolk (some airlines) and Philadelphia. Associates of ours here in Washington tell me they have the same problems in Atlanta, Dayton and Pittsburgh. The recurrent excuse used in those cities is it was "overflown." Strangely enough, however, the package will sometimes show up before a return flight could bring it back. Recovery times vary from 15-30 minutes at good locations to as much as four hours at the bad ones. It seems to make little difference whether the packages are readily identifiable in brilliant colors or in nondescript envelopes, service or the lack of it is the same.

(4)

Most of what I've had to say has been in the form of a complaint, but in the hope that a more reliable system of handling our most perishable product. The only thing we know older than yesterday's newspaper is last night's newsfilm which your competitor has already shown.

We are willing to live up to the requirement that our shipments be at REA an hour before scheduled departure and we are willing to pay the tariff approved by CAB. In turn we expect REA to accept the responsibility for getting our shipment on the next flight to the indicated destination and making that package available for pickup at the consignee's airport within 30 minutes after arrival. If REA either cannot or will not provide such service we believe CAB should seek other means of providing such service to small shippers.

REA Air Express

ANNOUNCES...

"Guaranteed Same Day Service!"



RULE 10, 4.5 — GUARANTEED SAME DAY SERVICE

(A) Upon advance request of the shipper, the carrier will provide "Guaranteed Same Day Service" (same day delivery to consignee).

(B) "Guaranteed Same Day Service" shall consist of:-

(1) The pick-up of a shipment prior to the time pick-up service is rendered on a regularly scheduled cartage trip and the special dispatch of a vehicle to provide delivery service. This service will only be provided for those airport cities listed in Paragraph (D) of this Rule;
(2) Forwarding by such scheduled air service that will provide the earliest arrival at destination;
(3) Each shipment moving under "Guaranteed Same Day Service" will be delivered to the airline as soon as received by the Company and must have a label attached thereto which clearly identifies the shipment.
(4) Telephone advice concerning time of delivery of the shipment, will be furnished to shipper.

(C) Requests for this service must be made prior to the time the shipment is accepted and the Air Express Receipt must include the statement ("Guaranteed Same Day Service Requested").

(D) "Guaranteed Same Day Service" will be provided only between the following airport cities:-

CITY	Pick-up will be Provided up to (See Note 1)	CITY	Pick-up will be Provided up to (See Note 1)
Atlanta, Ga.	2:00 P.M.	Miami, Fla.	2:00 P.M.
Boston, Mass.	2:00 P.M.	New York, N.Y.	2:00 P.M.
Chicago, Ill.	2:00 P.M.	St. Louis, Mo.	2:00 P.M.
Dallas, Tex.	2:00 P.M.	San Francisco, Calif.	7:30 A.M. (See Note 2)
Detroit, Mich.	2:00 P.M.		
Kansas City, Mo.	2:00 P.M.	Washington, D.C.	2:00 P.M.
Los Angeles, Calif.	7:30 A.M. (See Note 2)		

NOTE 1:- The hours listed above next to each city, indicate local times.

NOTE 2:- On shipments BETWEEN Los Angeles, Calif. AND San Francisco, Calif. pick-up will be provided up to 2:00 P.M.

(E) "Guaranteed Same Day Service" will only be provided on prepaid shipments.

(F) Charges listed below, will be assessed in addition to all other applicable charges for the shipment between the points named in Paragraph (D) above:-

(1) A charge of $10.00 per shipment will be assessed when special pick-up service is performed;
(2) A charge of $8.00 per shipment will be assessed when special delivery service is performed;
(3) A charge of $5.00 per shipment will be assessed for special handling of shipments tendered to carrier at origin airport, on which shipper requests "Guaranteed Same Day Service".

(G) The Carrier will refund to the shipper the charges specified in this Rule when the carrier does not render "Guaranteed Same Day Service".

"REA Air Express rides again!"

● Freight forwarders and all the airlines have to wait until all REA Air Express shipments are on board. REA has top priority service. No freight (except U.S. Ammo) can go on a plane until REA is aboard. And we never hold Air Express for consolidation. We route each shipment to go on the first available plane—passenger or cargo.

● Carton, carton, who's got the carton? You'll never ask. Because we manifest everything at origin. And our Destination Tracing System tells us where your shipment is every mile of the way. (And we're now implementing computer forwarding at major locations across the country!)

REA Air Express is better than any other service because we're in partnership with all 33 airlines, reach 522 airports, and serve 22,000 communities.

Exhibit NED-203

Express Service Investigation
CAB Docket 22388

STATEMENT OF JOSEPH JOY
ORTHO PHARMACEUTICAL

My name is Joseph Joy. I am General Traffic Manager of Ortho Pharmaceutical, with offices at U. S. Highway 202, Raritan, New Jersey 00869.

We are manufacturers of ethical drugs and our major shipping point is Raritan, New Jersey, which is 30 miles from Newark airport. We ship to a national market and our emergency shipments are, by and large, to hospitals.

We make approximately ten emergency shipments a month and they range from two ounces to four pounds. We run our own trucks from Raritan to Newark airport and therefore do not require pick up service. We do this because of the complete urgency which characterizes the dispatch of traffic which needs airlift.

For our emergency traffic we use air express predominantly because of the priority access which air express has to airlift space. We cannot take the risk of an emergency consignment being shut out from the flight via which we need to route it.

We also use airlift for non-emergency traffic -- shipments ranging from two pounds to two hundred pounds. In the case of such traffic price is the sole criterian on the basis of which we choose between air freight, air freight forwarder service, or air express.

It is important to us that a nationwide system of priority air distribution for small shipments exists. REA now supplies such a system. It is our desire that, whatever disposition the Civil Aeronautics Board makes of this investigation, it do nothing to deprive us of the availability of the national air express system which we now use.

1358(a)

UNITED STATES DISTRICT COURT
FOR THE
DISTRICT OF COLUMBIA

ALLIED AMERICAN BIRD COMPANY, et al., Plaintiffs,	)	
v.	)	Civil Action
REA EXPRESS, INC., et al., Defendants.	)	No. 2289-70

State of Illinois)
Cook County)ss.:

B. T. Root being duly sworn, upon his oath, according to law, deposes and says:

1. That I am Bob Root of Interstate Blood Bank, Incorporated, 2543 West North Avenue, Chicago, Illinois, United States Government License number 305.

2. That I am authorized to act on behalf of Interstate Blood Bank, Incorporated, with respect to the transportation of blood shipments in interstate commerce.

3. That I am familiar with all the facts and circumstances involved in this action.

4. For the past 11 years Interstate Blood Bank, Incorporated of Chicago has been shipping blood to surrounding states as well as all over the continental United States by Air Express. Those shipments are all of a life saving nature, some of which are on an emergency basis. It is often necessary that blood be delivered within an 8 hour period to a hospital for an emergency surgery in which the patient is waiting for the blood to arrive. REA in the past has handled this type of shipment from our door to hospital destinations on an emergency basis. They have also handled routine shipments of blood as far away as west coast cities with the blood leaving our blood bank in the evening and being delivered to a hospital in Los Angeles or San Francisco the next morning. When blood is shipped temperature must be maintained below 10°C. and this does not allow for delays. REA has always seen that blood shipments get priorty handling and has been most helpful with any problems which may come up.

B. T. Root

Subscribed and sworn to me this 6th day of August 1970.

NOTARY PUBLIC, STATE OF ILLINOIS

Express Service Investigation
C. A. B. Docket 22388

Exhibit NED-410
Page 1 of 1

The Medical Eye Bank of Maryland, Inc.

The Eye Bank Building
22 West Franklin Street • Baltimore, Maryland 21201 • Tel: 539-4353

Financial Advisory Committee:
Mr. Jacob Blaustein
Mr. Alonzo G. Decker
Mr. George E. Kostritsky
Mr. Robert H. Levi
Mr. James W. Rouse
Mr. Walter Sondheim, Jr.
The Hon. Judge Robert B. Watts

Medical Board of Directors:
Richard D. Richards, M.D., Chairman
Vincent G. Earnhoom, Jr., M.D.
George D. Edwards, M.D.
William R. Green, M.D.
Richard D. Hoover, M.D.
Abraham Krevman, M.D.
A. Edward Maumenee, M.D.
David H. Miller, M.D.
William E. Newby, M.D.
David Paton, M.D.
...ill Potz, M.D.
...ng P. Pollack, M.D.
J. Thomas Schnebly, M.D.
Roy O. Scholz, M.D.
Mary Louise Smell, M.D.

Board of Directors:
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Mr. Donald Flowers
Mr. Douglas L. Frost
Mr. C. Gordon Reese, Jr.
Mr. Allen S. Hayden
Rev. Philip Rogers Magee
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Mrs. Harry C. Meyerhoff
Mr. Earl Ouzy
Mr. James A. Redmond, Jr.
Mr. Leonard C. Schwab
Mr. Irvin Shure
Mrs. Robert W. Smethmann
Mr. Ray Shawronski
Mr. Charles C. Stieff, II
Mr. Harold W. Tabor
Rev. Allan Whatley

Executive Director:
Mr. Frederick H. Griffith

UNITED STATES DISTRICT COURT
FOR THE
DISTRICT OF COLUMBIA

ALLIED AMERICAN BIRD COMPANY, et al., Plaintiffs,	)	Civil Action
v.	)	No. 2289-70
REA EXPRESS, INC., et al., Defendants.	)	

STATE OF MARYLAND, CITY OF BALTIMORE

David Berger, being duly sworn upon his oath according to law, deposes and says:

1. I am the Chief Ophthalmic Technician of The Medical Eye Bank of Maryland, Inc.

2. I am authorized to act in behalf of The Medical Eye Bank of Maryland, Inc. in transportation matters.

3. I am familiar with the facts and circumstances in this action.

4. The Medical Eye Bank of Maryland, Inc. depends almost entirely upon REA Air Express for the shipment of human eyes for corneal transplant surgery operations. The time factor in these operations is critical and I have found REA Air Express to be more reliable than other carriers of air freight.

Signed,

David Berger (SEAL)
David Berger
Chief Ophthalmic Technician

Subscribed and sworn this sixth day of August, 1970.

[illegible]
My commission expires
July 1, 1974

DB/db

BEFORE THE

CIVIL AERONAUTICS BOARD

In the matter of:

Express Service Investigation CAB DOCKET 22388

VERIFIED STATEMENT OF HUGHES AIRCRAFT COMPANY

My name is John J. Rice and my business address is P.O. Box 90515, Los Angeles, California 90009. I am Traffic Manager of the Field Service and Support Division of Hughes Aircraft Company as well as the functional specialist on trade associations, government traffic, household goods and legislative matters on the Company Traffic and Transportation Committee. It is in the latter capacity that I am now authorized to speak for the Company. I am also submitting this statement on behalf of The National Industrial Traffic League. I have been in my present position since 1959, and a civilian in Traffic for the Department of Defense for eighteen and one-half years prior to that time. With the Government and Industry, I have had continuing responsibility for freight traffic and its subordinate functions of freight routing and freight rates.

Hughes Aircraft Company employs in excess of 28,000 employees and is principally engaged in the research and manufacture of sophisticated electronic systems. The company's

activities span more than 80 major areas which include over 550 separate products and services - ranging from basic research to component manufacturing and freight support. In 1970 the company's annual sales exceeded $700 million while the yearly payroll was over $350 million.

Many aspects of Hughes Aircraft Company's operations make the instant investigation of prime concern. The research, development, production and field support of missiles, satelites and air defense systems as well as the manufacture of such items as communications and computer equipment, radar, laser and infra-red devices, micro wave tubes and components, storage and display tubes, semi-conductor and micro-electric devices provide a wide expanse of logistical requirements not the least of which is the need for a priority express service. Such service has been satisfactorily provided for many years by REA Air Express (AIREX).

In its operations the Company has in excess of 6,000 suppliers located throughout all 48 contiguous states providing component material to Hughes Aircraft Company's major California facilities at Canoga Park, Culver City, El Segundo, Fullerton, Los Angeles, Malibu, Newport Beach, Oceanside and Torrance and its manufacturing plant at Tucson, Arizona. In excess of 500 interstate shipments per day are received from these

suppliers in accordance with routings placed on our purchase-orders by our buyers using a Traffic-issued Routing Guide. Three-fourths of these shipments are five pounds or less and as the greater portion of the items are feeding production lines, and twenty-four hour traceability is a requisite, the use of the postal service has been minimized. AIREX appears on the guide as the air carrier in the low weight bracket (mostly 0-25 lbs., but in some cases as high as 68 lbs.) in 263 of 980 cities outside of California, because of the extensive nationwide service provided our points of origin bolstered by the pickup service by REA Express from off-line points. Additionally, AIREX appears as the surface routing in 178 cities as a less expensive mode of transport.

Attached as Exhibits A-1 and A-2 are two AIREX receipts covering one day service from Keene, New Hampshire and Lewiston, Idaho to Los Angeles, California. These are examples of the rapid service we are able to obtain from AIREX on shipments from points located at a distance from large metropolitan areas.

Approximately 80% of the total Hughes Aircraft Company effort is oriented to the Department of Defense, National Aeronautics and Space Administration and Atomic Energy Commission.

Twenty percent is in commercial programs and privately funded research. Associated with this effort, more than 150 interstate shipments per day move from Hughes Aircraft Company plants via all modes of transportation to points throughout the United States. Also connected with this effort are 40 or 50 one to five pound shipments per day of documents, i.e., technical papers, requests for proposals, proposals, etc.

These documents for the most part move via the postal service. However, requests for proposals with short lead time and proposals submitted at the deadline are coordinated and move via commercial carrier between Hughes Aircraft Company Field Offices and its major facilities to assure delivery to and from the customer. The packages may be delivered to the carriers office at origin and be picked up at destination outside of normal working hours, a convenience not available through the postal service.

REA Air Express is the lone mode available for many of the above shipments because of their classified nature. Under the Industrial Security Manual DOD5220.22-M, carriers must meet minimum qualifications to transport material categorized as either CONFIDENTIAL or SECRET. AIREX with its Signature Security Service and Armed Guard-Protective Security Service is the only commercial air carrier authorized to carry CONFIDENTIAL and SECRET material on

scheduled flights.

Priority Air Dispatch, a charter type air-taxi carrier of critical need, urgent and dangerous commodities, is the only other air carrier authorized to carry SECRET material. Other air carriers and air freight forwarders are authorized to carry CONFIDENTIAL material providing a Signature Security Service is provided.

Hughes Aircraft Company, with over 2,000 classified shipments per year, relies on AIREX for its rush small SECRET shipments and its urgent CONFIDENTIAL shipments of items too large for local air carriers loading doors. Exhibit B identifies a classified shipment to Washington Air National Guard, Spokane, Washington that can travel via air only as far as Seattle and then moves surface to Spokane due to its size. AIREX can utilize REA surface express for the Seattle to Spokane movement in Signature Security Service. Other air carriers do not provide Signature Security Service outside of the airport delivery areas. (In the past, Hughes has encountered Security violations in this regard.)

In summary, Hughes Aircraft Company as a predominantly small package shipper has found AIREX service to be a vital adjunct to its day-to-day transportation requirements tailored to our specific transportation needs for the type of programs and commodities involved. Hughes Aircraft

Company uses this service now and will continue to need it in the future and vigorously supports REA Express in providing it. (See Exhibit C) It is believed that any change in the existing concept of an Air Express agreement between the direct air carriers and REA Express will seriously jeopardize priority express service and force a shipper such as Hughes Aircraft Company into prohibitive cost transportation methods to meet its needs.

HUGHES AIRCRAFT COMPANY

John J. Rice, Traffic Manager
Field Service & Support Division

Docket 22388
Ex. NITL-DE-1
Exhibit A-1

AES-47 (11-58)
Pld. in U.S.A.

AIR EXPRESS
Division of RAILWAY EXPRESS AGENCY, INCORPORATED

CONSIGNEE'S RECEIPT FOR CHARGES

Office: Los Angeles, Calif. (International Airport) June 11, 70 196

M/ Hughes Aircraft
5555 E. Imperial Hwy.

For Transportation of:

Receipt Number: AE 530300

Pieces	Article	Nature of Contents	Date Shipped
1 ctn			6/10/70

Dimensions

Declared Value: 50 00

Shipper: N. H. Gall Beamgo
Point of Origin: Keene, N.H.
Initial Airport / Final Airport

Actual Weight: 1#
Dimensional Weight:
Scale or Rate: Air / Rail
Prepaid / Collect

F.S & S TRAFFIC

Class: Rail / Air
Paid in Part

Received Payment for the Company

JUN 17 197

RATE VERIFIED

Thank you—We appreciate your business.

RAIL CHARGES	AIR CHARGES
Advances	Advances
Value Charge To Airport	Air Value Charge
Rail Exp. Chgs. To Airport	Air Express Charge 8 00
Value Charge From Airport	Total Air Charges
Rail and other Charges From Airport	Total Rail and Air
Total Rail Charges	Other Charges
	C.O.D.
	C.O.D. Service Charge
	Total to Collect 8 00

RECEIVED
JUN 11 1970
H. A. C. F S & S
CARRIER
BILL NO.
BY
AGENT'S

1367(a)

Docket 22388
Ex. NITL-DE-1
Exhibit A-2

Los Angeles, California — LAX

Lewis Mercatz

5555 N. Idaho Co. Dist 103

Lewiston, Idaho — 11106 — IW30

1 Lm electronic Int 5 9

W E Mercatz

Lewis, Idaho 83540

Receipt Number 159-39-88

E S & S TRAFFIC

MAR 24 1971

RATE VERIFIED

RECEIVED
H.A.C. FS&S
MAR 22 1971
CARRIER
BILL NO.
BY NO. PK'S

1368(a)

ASSEMBLY BY COMPTROLLER GEN., U.S. 29 JAN 65

MEMORANDUM COPY

B/L NO. Z-[illegible]

TRANSPORTATION COMPANY TENDERED TO
REA EXPRESS (AIR DIV)

TRANSPORTATION CONTROL NO

DESTINATION
SPOKANE, WASHINGTON "NORS PRI 1

MARKS M/F, [illegible]-1057-0030 ASI NO: 71-07311

"AIRLIFT INVESTMENT ITEM"

CONSIGNEE (Name and Mailing Address)
TRANSPORTATION OFFICER
WASHINGTON AIR NAT'L GUARD (AFB 6471)
SPOKANE, WASHINGTON 99217

F.O.B. POINT NAMED IN CONTRACT
LOS ANGELES, CALIFORNIA

FROM (Shipping Point)
[illegible]3 LOS ANGELES INT'L AIRPORT

CHARGES TO BE BILLED TO (DEPARTMENT OR ESTABLISHMENT, BUREAU OR SERVICE AND LOCA
FINANCE CENTER, TDIV
U.S. ARMY
INDIANAPOLIS, INDIANA 46249

FULL NAME OF SHIPPER
HUGHES AIRCRAFT COMPANY

APPROPRIATION CHARGEABLE
5713210 551-1157 NO.05 462 S503000

PACKAGES NO.	KIND	DESCRIPTION OF ARTICLES (Use Carriers' Classification or Tariff Description if Possible, Otherwise a Clear Nontechnical Description.)	WEIGHT*
1	CTN	ELECTRICAL INST. MWFC 061700 CUBE: 24.0 DIM: 34X28X35 BILL NO: [illegible] T-03-00 PROT.- SIGNATURE SERVICE REQUESTED NOTICE!! NOTIFY Hughes 310-670-1515 x5666 (Shipper – Phone – Organizational Unit) REL VAL N/E $1.50CPER LB	135

39 P

IMMEDIATELY BY THE FASTEST POSSIBLE MEANS IF THIS SHIPMENT IS UNDULY DELAYED OR SUBJECT TO MISHAP WHILE ENROUTE TO DESTINATION

CONTRACT, PURCHASE ORDER OR OTHER AUTHORITY FOR SHIPMENT
F04703-73-D-3721

AFRO, [illegible], CULVER CITY, CALIFORNIA

CARRIER'S AGENT (Signature)	DATE OF SHIPMENT	ISSUING OFFICER (Signature and Title)	DATE
		MARCUS [illegible], TRANSPORTATION	3/5/73

*Show also cubic m[illegible]

DEPARTMENT OF THE AIR FORCE
OFFICIAL BUSINESS

HUGHES AIRCRAFT COMPANY
P.O. BOX 90515
LOS ANGELES, INT'L AIRPORT
LOS ANGELES, CALIFORNIA 90

POSTAGE AND FEES P[illegible]
DEPARTMENT OF THE AIR

TRANSIT TIME DATA

ATTENTION, CONSIGNEE. Complete card by [illegible] and mail promptly to addressee shown on [illegible]

1. CONSIGNOR AND ORIGIN
HUGHES AIRCRAFT CO
LOS ANGELES, CALIFORN

2. GBL NUMBER OR OTHER RECORD: Z-2,985,706
3. DATE SHIP: 3/5
4. COMMODITY (General): ELEC INST.
5. WEIGHT: 135
6. COMPLETE ROUTING: REA EXPRESS (AIR DIV.)

7. TYPE OF SHIPMENT (Check which)

	CARLOAD		TRUCK-LOAD		RAILWAY EXPRESS		PAR[illegible]
	LESS CARLOAD		LESS TRUCK-LOAD	X	AIR EXPRESS		[illegible]
	FREIGHT FORWARDER		VAN		AIR FREIGHT		[illegible]
	DRIVE AWAY		TOW AWAY		TRUCK AWAY		

8. CONSIGNEE AND DESTINATION
TO/WASH. AIR NAT'L GRD
AFB6471
SPOKANE, WASHINGTON

9. DATE OFFERED FOR DELIVERY | 10. DATE AND TIME

Docket 22388
Ex. NITL-DE-1
Exhibit B

Docket 22388
Ex. NITL-DE-1
Exhibit C

Copy

HAFOOA RX PD/CHG HUGHES FIELD SVC/WUX LOSA 7-30-1970 258PM
SECCOR BROWNE' CHAIRMAN CIVIL AERONAUTICS BOARD
1825 CONNECTICUT AVENUE N/W
WASHINGTON D C 20428
REA AIREXPRESS SERVICE IMPORTANT ADJUNCT TO TRANSPORTATION
FUNCTION THIS COMPANY. REQUEST YOUR INTERCESSION TO ASSURE
UNTERRUPTED SERVICE PENDING RATE NEGOTIATIONS.
HUGHES AIRCRAFT COMPANY J.J. RICE-TRAFFIC MANAGER

BEFORE THE

CIVIL AERONAUTICS BOARD

DOCKET 22388

EXPRESS SERVICE INVESTIGATION

STATEMENT OF

ROME P. CLINTON

TRAFFIC MANAGER

HONEYWELL INC.

RESIDENTIAL DIVISION

ON BEHALF OF

THE NATIONAL INDUSTRIAL TRAFFIC LEAGUE

Comes now the National Industrial Traffic League and Honeywell Inc. and files its statement of Position before the Civil Aeronautics Board as a party in Docket 22388, Express Service Investigation.

My name is Rome P. Clinton. I am Traffic Manager of the Residential Division of Honeywell Inc., with corporate offices at 2701 Fourth Avenue South, Minneapolis, Minnesota 55408. The Residential Division has factories at Gardena, California and Minneapolis, Minnesota. While my office is located at 1885 Douglas Drive, Minneapolis, Minnesota 55422, the principal distribution center for the Residential Division, I have the total transportation responsibility for the Residential Division and control the movement of inbound and outbound materials for both factories. I have been employed by Honeywell Inc. for twenty-five years, holding various positions of responsibility in its transportation management.

I am also the Vice-Chairman of the National Industrial Traffic League's Air Transportation Committee. This statement is being submitted on behalf of the National Industrial Traffic League, an intervening party in this proceeding.

IDENTITY AND INTEREST

Historically, Honeywell has engaged in the manufacture, sale and installation of electric, electronic and pneumatic automatic control devices for heating, ventilating, air conditioning, refrigeration and various industrial applications. It is the largest manufacturer of this type of equipment in the world.

While there are many other divisions within the Honeywell complex, the facts and figures contained in this statement have been taken from our Residential Division only. Basically this division's distribution pattern is customer oriented, in that we ship directly from manufacturing factory to the user.

This means that we are likely to ship to almost every community in the country during the course of a year's operation. This division made over 250,000 shipments in 1970 with the average weight of these shipments, by all modes of transportation, being less than eighty (80) pounds per shipment.

Further, this indicates that this division has a very large "Small Shipments problem" which requires the need for good air service. Such service has been available for a number of years by Air Express, and Honeywell has a vital interest in preserving the air services of REA.

This position statement is filed in support of the need for Air Express Service and REA in providing that service.

STATEMENT

Honeywell's need for REA Air Express service is and will be regular and continuing for the foreseeable future. Under today's transportation pattern, Air Express provides nationwide coverage on a door-to-door small shipment service which no other carrier can match.

In determining the extent of our use of Air Express, we looked at the figures for the Calendar Year of 1970. Of 22,018 shipments during the year requiring movement by air, Air Express handled 29% of the total or 7,679 shipments. This was a larger number of shipments than moved by any other single mode of air transportation. The average weight of the shipments moving by Air Express was under twenty-five (25) pounds.

A recap of our Air Express volume for this period was as follows:

MINNEAPOLIS FACTORY

Outbound Shipments	5,103
Inbound Shipments	2,291
Total	7,394

GARDENA FACTORY

Outbound Shipments	118
Inbound Shipments	167
Total	285

Total Residential Division Air Express Shipments 7,679

The use of "air" by Honeywell is dictated by a need for a premium transportation service. This is service normally described as something over and above that service performed by surface carriers. The mode of premium transportation is determined by two important factors:

1. Rates or Charges
2. Dependability of service

These criteria generally dictates the use of Air Express on those shipments above eight (8) or ten (10) pounds in weight to all destinations in the continental United States. Therefore, we have set-up our computerized routing guides to reflect this determination.

We have valued customers in such remote places as:

Greenville, Ala.	Hopkinsville, Ky.	Bryan, Ohio
Danbury, Conn.	Tecumseh, Mich.	New Castle, Pa.
Kankakee, Ill.	Grenada, Miss.	Lewisburg, Tenn.
Michigan City, Ind.	Pompton Plains, N.J.	Provo, Utah
Winfield, Kansas	Bellevue, Ohio	Racine, Wisconsin

All of which could and do require Air Express Service at some time during the year. As you can see from this list we have a need for a single carrier which has a widely diversified coverage, and can provide us with a reliable air service at a reasonable cost.

Further, REA's priority and non-consolidation type service gives us assurance that our customers in these small and remote locations will get dependable service on the movement of critical shipments.

Historically, REA has been the only air carrier authorized by the Department of Defense and available to handle on a nationwide basis, security classified secret material for government contractors. For many years REA was named specifically in the "Department of Defense Industrial Security Manual" as being qualified to handle this traffic, the only carrier so named. Although the current issue of the "Industrial Security Manual" does not refer to REA by name, it is still the only air carrier which is authorized by the Department of Defense to handle secret material and capable of providing a nationwide service for small shipments of such material for government contractors. The continued availability of such a service is vital to contractors to the government.

It has been REA Express' ability to combine a fine air service with a good ground or surface transportation capability which has given the shippers its first systems approach to air service. If REA is allowed to continue this priority status with the airlines coupled with its own ground fleets, the public will continue to benefit from this truly inter-modal service, which fills a very serious need in our nation's distribution system.

American Industry has a desperate requirement for a dependable nationwide air transportation service on small shipments, and in many cases, REA Air Express is the only answer. Curtailment or abandonment of its service would be a real tragedy, and would seriously (and perhaps irreparably) disrupt our nation's entire distribution pattern.

REA Air Express serves far more remote locations throughout the United States than any other air carrier. Many small communities would be deprived of good air service at reasonable charges if this service is allowed to be terminated.

Therefore, we very strongly recommend to the Board continuation of the present REA Air Express priority system which allows REA the opportunity to provide a "small shipment", security oriented, expedited air service now badly needed by the entire shipping public.

I have read the foregoing statement, know the contents thereof, and the same are true as stated.

Respectfully submitted,

Rome P. Clinton
Traffic Manager
Residential Division
Honeywell Inc.
1885 Douglas Drive North
Minneapolis, Minnesota 55422

Express Service
Investigation
CAB Docket 22388

1376(a)

Exhibit PA-IR-801

(Updated to Present)

AIR EXPRESS AGREEMENT
BETWEEN
REA EXPRESS
AND
CERTAIN AIR CARRIERS

AIR EXPRESS AGREEMENT

BETWEEN

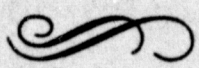
R E A EXPRESS

AND

CERTAIN AIR CARRIERS

AGREEMENT C.A.B. NO. 17935

(INCLUDING AMENDMENTS THROUGH OCTOBER 7, 1970)



DURATION

AUGUST 1, 1964 TO JUNE 30, 1972 OR 60 DAYS AFTER THE DATE UPON WHICH FINAL ORDERS OF THE BOARD HAVE BECOME EFFECTIVE IN BOTH DOCKETS 22387 AND 22388, IF SUCH DATE 60 DAYS AFTER SUCH EFFECTIVENESS IS EARLIER THAN JUNE 30, 1972.

AIR EXPRESS AGREEMENT BETWEEN

R E A EXPRESS AND

CERTAIN AIR CARRIERS

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AIR EXPRESS AGREEMENT BETWEEN

R E A EXPRESS AND

CERTAIN AIR CARRIERS

WHEREAS, the air carriers named in Appendix "A" hereto (hereinafter collectively referred to as Air Carrier(s) are air carriers authorized by certificates of public convenience and necessity issued pursuant to the Federal Aviation Act of 1958 to engage in the transportation of property between points in the United States or between points in the United States and Puerto Rico or between a point in the United States and a point in Canada, or are air carriers holding foreign air carrier permits issued pursuant to the Federal Aviation Act of 1958 to engage in the transportation of property between a point in the United States and a point in Canada; and

WHEREAS, Railway Express Agency, Incorporated (hereinafter referred to as R E A Express), a corporation organized and existing under the laws of the State of Delaware, is a common carrier engaged in the transportation of property under this agreement with the aforesaid Air Carriers; and

WHEREAS, the Air Carriers and R E A Express for many years have coordinated their services to provide an integrated operation known as "Air Express" for the expedited priority handling of shipments; and

WHEREAS, the Air Carriers (collectively as one party) and R E A Express (as the other party) desire to provide the necessary inter-carrier relationships for the continuation of the aforesaid coordinated air express service;

NOW THEREFORE, for and in consideration of the mutual covenants hereinafter contained, the Air Carriers (collectively, on the one hand) and R E A Express (on the other hand), as the parties hereto, covenant and agree as follows:

I. DEFINITIONS

A. "Air Express", as used in this Agreement, shall mean a service by the parties, rendered pursuant to an air express tariff, presently Official Air Express Tariff No. 1, C.A.B. No. 1, L. R. Burke, Agent, providing for air transportation of property between points in the United States or between points in the United States and Puerto Rico or between a point in the United States and a point in Canada.

B. "Gross Air Express Revenue", as used in this Agreement, shall mean Transportation (including Value) Charges assessed under Air Express Tariffs less Uncollectible Revenue therefor.

C. "Normal Amount of Air Express", as used in this Agreement, shall mean One Hundred Ten Per Cent (110%) of the average weight of air express traffic carried on

a given flight on the corresponding day of each of the five previous weeks, except that for flights during the Easter and Christmas Seasons an upward adjustment will be made in the "normal" average in harmony with the pattern for the corresponding seasons of the previous year.

D. "Air Express Committee", as used in this Agreement, shall continue to mean the Air Express Committee created under an agreement entitled "Agreement Among Certain Air Carriers Relating to Air Express Service" identified as Agreement CAB No. 12866. The Air Express Committee shall be the representative of the Air Carriers in all matters pertaining to the administration and performance of this Agreement. R E A Express may rely and act upon advice received, signed by the Chairman or Secretary of the Air Express Committee, as constituting the action and authority of the Committee. The Air Express Committee shall notify R E A Express in writing of the names of its Chairman and Secretary and the names of their successors.

E. "Joint Committee", as used in this Agreement, shall mean the Joint Committee for Air Express existing pursuant to Article V, Section A of this Agreement.

II. SERVICES TO BE PROVIDED BY THE AIR CARRIERS

A. AIR TRANSPORTATION

1. The Air Carriers agree to maintain regular and dependable service by aircraft for the transportation of air express in accordance with their Certificates of Public Convenience and Necessity or Foreign Air Carrier Permits issued by the Civil Aeronautics Board, including amendments and modifications thereof, between points in the United States or between points in the United States and Puerto Rico or between a point in the United States and a point in Canada.

2. Air Canada agrees to maintain regular and dependable service by aircraft for the transportation of air express in accordance with its Foreign Air Carrier Permit issued by the Civil Aeronautics Board, including amendments and modifications thereof, between:

(a) (1) Boston and Halifax

(2) New York and Montreal or Toronto

(3) Tampa St. Petersburg and Montreal or Toronto

(4) Cleveland and Toronto

(5) Chicago and Toronto

(6) Seattle and Victoria

(b) Except with respect to traffic originating at or destined to Montreal, Winnipeg, Vancouver, and Victoria, this Agreement shall apply only between Boston, New York, Tampa/St Petersburg, Cleveland, Chicago and Seattle, and the international boundary between the United States and Canada on the routes of Air Canada between the United States points named above and Halifax, Montreal, Toronto and Victoria.

(c) Traffic originating at Montreal, Winnipeg, Vancouver, and Victoria destined to a point in the United States or traffic originating at a point in the United States destined to these cities, will be subject to all the terms and conditions of this Agreement notwithstanding the provisions in subparagraph (b) above.

3. The air transportation services to be performed hereunder by all carriers shall be limited to the United States, Puerto Rico, and Canada.

4. The Air Carriers agree to schedule the departures of their aircraft so as to attract the greatest volume of air express and to provide expeditiously and economically for the handling thereof insofar only, however, as will not interfere with the Air Carriers' air mail, passengers and their baggage. The Air Carriers further agree that the normal amount of air express shall be given priority of handling and of space on aircraft subject only to the accommodation of air mail, passengers and their baggage.

B. UNAVAILABLE, INADEQUATE OR INTERRUPTED AIR TRANSPORTATION

1. In the event that all the air express offered for any particular flight cannot be carried on that flight, the Air Carrier agrees that it will promptly notify REA Express of such excess air express. If the transportation of such excess air express can be expedited by another Air Carrier from the same point, such excess air express shall in accordance with instructions from REA Express be returned to REA Express for transfer to such other Air Carrier, or be transferred by the Air Carrier to such other Air Carrier. If such excess air express cannot be expedited by any other Air Carrier from the same point, but such excess air express can be expedited by forwarding via surface transportation to another near airport designated by REA Express where air service is available, all such excess air express applicable to a particular flight shall be forwarded in surface transportation as a single shipment in any surface service provided or arranged for by REA Express at the applicable surface tariff rate for such service, with the Air Carrier as origin shipper and with the consignee to be designated by REA Express. The Air Carrier shall pay the cost of forwarding such excess air express via surface transportation.

2. If for any reason an Air Carrier shall terminate a particular flight at a point intermediate between the points of origin and destination, the Air Carrier agrees that it will promptly notify REA Express of such termination and will, as expeditiously as possible, transfer the Air Express from the flight so terminated to another aircraft of its own or of another Air Carrier, if such air service is available at the place of such termination. If no air service is available at the place of such termination, the Air Carrier shall pay the cost of forwarding such air express via surface transportation to a point where air service may be resumed, or to the destination airport, whichever REA Express shall determine to be the more expeditious. All such air express from the particular terminated flight, which is to be transported by surface means, shall be forwarded in any surface service provided or arranged for by REA Express at the applicable surface tariff rate for such service, as a single shipment with the Air Carrier as origin shipper and with the destination of the surface transportation and the consignee to be designated by REA Express.

3. Suspension, cancellation or elimination of air service by an Air Carrier will be subject to the following provisions:

(a) If air service at a point is deleted from an Air Carrier's certificate or is indefinitely suspended, and no other Air Carrier serves such point, the point shall be removed from the Air Express Tariff as promptly as possible, and until such removal is accomplished, air express shipments to or from such point shall be handled as excess air express as provided in subsection 1 or 2 above. The Air Carrier shall give as much advance written notice to REA Express as reasonably possible with respect to such impending suspension, cancellation, or elimination of air service.

(b) If air service at a point is temporarily suspended and is expected to be resumed by the Air Carrier, and no other Air Carrier serves such point, the Air Carrier shall have the option of providing service to and from such suspended point in the same manner as excess air express under the provisions of subsections 1 or 2 above; or, in the alternative, to have such point temporarily suspended in the air express tariff. The Air Carrier shall give REA Express as much advance written notice as reasonably possible of the option elected.

(c) If air service shall be cancelled by the Air Carrier because of weather, strike, or other emergency, air express shipments at, to, or from such point or points affected shall be handled the same as excess air express under the provisions of subsections 1 or 2 above, unless and until the Air Carrier places an embargo at such point or points and REA Express at its general office in New York City receives a copy of the embargo notice.

C. INCIDENTAL TRANSPORTATION

Each Air Carrier agrees to transport free of charge containers owned by any of the Air Carriers or R E A Express and used by and for the benefit of the parties hereto for the safe and proper transportation of air express by aircraft over its own lines as shall be mutually agreed upon, and shall also transport free of charge, subject to space available, such empty containers as are being transported in connection with revenue movements over such Air Carrier's own line, and packages containing remittances, records, papers, materials, supplies and advertising matter used in connection with operations under this Agreement ordinarily carried by air express. R E A Express shall transport free of charge such containers and packages, subject to mutual agreement of the parties.

D. RECEIPT AND DELIVERY OF AIR EXPRESS FROM OR TO THE PUBLIC

1. The Air Carriers agree to designate such of their offices and places of business as may be mutually agreed upon as offices for the receipt and delivery of air express shipments from or to the public, and to appoint such of their agents and employees as may be mutually agreed upon as agents for the purpose of handling such air express shipments. At such offices and places of business appropriate air express signs and/or emblems will be displayed.

III. SERVICES TO BE PERFORMED BY R E A EXPRESS

A. GENERAL

1. R E A Express agrees that it will accept, pick-up, and deliver air express; issue and obtain necessary shipping documents, receipts, clearances, and notices; collect air express charges; and provide terminal, routing, forwarding, tracing, and such other ground and accessorial services as are offered the public under air express tariffs. Each point, which, as of July 31, 1964, had a published air express rate, shall be included within the terminal area of the airport city through which such point was then being served. R E A Express shall provide plane side pick-up and delivery whenever and wherever the Air Carrier and R E A Express mutually agree that such plane side operation is mutually advantageous to the most efficient and expeditious handling of air express.

2. R E A Express agrees that it will furnish and maintain adequate offices and equipment; employ adequate personnel; take all reasonable precautions to safeguard air express; and in all other respects use its best efforts to promote the maximum efficiency and utility to the public of the services herein contemplated. All persons performing any of the services to be performed by R E A Express shall be and remain the sole employees of and subject to the exclusive control and direction of R E A Express in the performance of such services, it being the intention of the parties that, as between the Air Carriers and R E A Express, both shall be and remain, with respect to each other, independent contractors.

B. AIRPORT FIELD OFFICES

1. R E A Express agrees to keep and maintain airport field offices at airports which have such offices as of July 31, 1964 unless discontinued by action of the Joint Committee.

2. Field offices shall be established or discontinued by action of the Joint Committee, except R E A Express can discontinue any field office concurrently with the abandonment of air service to that point. When additional or new space is required for an existing facility or an additional airport facility is to be established, the Air Carriers operating at the airport agree to use their best efforts to assist R E A Express to obtain space at the airport which is mutually satisfactory to them and to R E A Express.

C. ROUTING AND DIVISION OF AIR EXPRESS AMONG THE AIR CARRIERS

1. R E A Express shall route air express in the manner which will provide the public with the most expeditious, economical, and efficient air express service possible; and, consistent with this objective, R E A Express shall use its best efforts to divide air express traffic equally between competitive flights of the Air Carriers, giving due consideration to the reliability of such flights and the cargo space in the aircraft. The term "competitive flights" shall be defined by the Air Express Committee.

2. If, notwithstanding the provisions of Article II, Section A.4 of this Agreement, an Air Carrier refuses to accommodate the normal amount of air express on any flight where space is afforded traffic other than air mail, passengers and their baggage, R E A Express shall notify the Air Carrier and, unless within three days thereafter the Air Carrier informs R E A Express in writing that priority will be given on the particular flight to the normal amount of air express in accordance with the provisions of Article II, Section A.4 of this Agreement, R E A Express is authorized to divert air express normally routed for the particular flight to the flights of other Air Carriers. R E A Express may continue to divert air express as herein authorized until it is assured that such Air Carrier will accommodate the normal amount of air express on such flight.

D. USE OF AIR TRANSPORTATION BY R E A EXPRESS

R E A Express agrees that, with respect to any shipment designated by the shipper for transportation in air express service between points where service is available under air express tariffs, it will not make use of any other means of transporting the same, unless all Air Carriers providing air transportation between such points advise R E A Express that they are unable to transport such shipment.

E. OTHER SERVICES

1. R E A Express agrees to provide all air express accounting, billing, and collection of air express revenues; receive, investigate and handle all claims, including settlements and litigation, (1) involving air express shipments or (2) arising from any services performed by R E A Express; maintain adequate records and statistics relating to air express volumes and revenue, including records and statistics relating to the division of traffic, which records and statistics shall be subject to inspection by and on behalf of any Air Carrier at any time, and will be furnished by R E A Express to any Air Carrier upon request of the Joint Committee representative of the Air Carrier.

2. R E A Express agrees that it will designate a division devoted to air express, to be known as "Air Express Division". Whenever R E A Express advertises as herein provided, the words "Air Express" shall be given prominence and R E A Express agrees that any new trade-mark or insignia shall be adopted only by action of the Joint Committee and shall be solely for the joint use of R E A Express and the Air Carrier(s) and shall be used only for operations under this Agreement so long as the Agreement remains in effect. All equipment, terminals and facilities used predominantly for air express shall be identified as such, and, in addition to the foregoing, R E A Express' airport personnel will wear such insignia or uniforms identifying them with air express as the Joint Committee shall prescribe. The parties hereto will not use the terms "Air Express" in connection with any type of service in the United States or Puerto Rico not provided under this Agreement.

IV. OTHER SERVICES TO BE PERFORMED BY THE PARTIES

A. TRANSFER OF AIR EXPRESS BETWEEN AIR CARRIERS

1. Where R E A Express maintains an airport office, the Air Carrier will make only such interline and intraline transfers as R E A Express in the interest of service to the public shall authorize, and R E A Express shall make all other transfers. The Air Carrier(s) or R E A Express shall request transfers to be made by Air Carriers in such instances where such transfers, in the interest of service to the public, can best be made by the Air Carriers. If an Air Carrier and R E A Express cannot agree in a particular instance, whether, in the interest of service to the public, the transfer shall be made by R E A Express or the Air Carrier, the matter shall be referred to the Air Express Committee for a decision binding upon the Air Carrier and R E A Express.

2. Where R E A Express does not maintain an airport office, the Air Carriers bringing the air express to the airport shall deliver to the representatives of receiving Air Carriers, at points designated by the receiving Air Carriers, air express routed for carriage over the lines of such receiving Air Carriers.

3. At each point having Air Express service where more than one airport is utilized by the Air Carrier(s) the certificated air service of an Air Carrier party to this Agreement, where available, shall be used for each shipment requiring transfer between such airports unless the Air Carrier operating such interairport service advises R E A Express that it is unable to transport such traffic or unless faster time can be made by other than air service between the airports concerned. Transfers, either inter-carrier or intra-carrier, requiring surface transportation between such airports shall be performed by R E A Express. All transfers shall be made in the most expeditious, economical and efficient manner.

B. TRANSFER OF AIR EXPRESS BETWEEN R E A EXPRESS AND THE AIR CARRIERS

1. Where R E A Express does not maintain an airport field office, R E A Express agrees to accept and deliver air express at the airport location(s) designated by Air Carrier(s).

2. Where R E A Express maintains an airport office, R E A Express agrees to accept air express from and deliver air express to the Air Carriers at its airport office.

V. JOINT COMMITTEE FOR AIR EXPRESS

The parties agree that their purpose is to render a service to the public and to develop a mutually profitable and successful air express service. It is the firm intent of the parties, therefore, to consult, confer and cooperate to the fullest extent for the accomplishment of their joint purpose.

A. Pursuant to the aforesaid intention, the parties agree to continue the Joint Committee for Air Express consisting of the members of the Air Express Committee and such representatives of R E A Express as may be designated by R E A Express. The Joint Committee shall have Co-Chairmen elected annually with one Chairman being elected by the Air Express Committee and one by representatives of R E A Express. On matters to be decided by the Joint Committee, only the Co-Chairmen shall vote and each Co-Chairman shall have one vote. No action shall be taken unless there is a unanimous vote of the Co-Chairmen. The Air Express Committee and R E A Express shall establish separately and independently their own procedures for determining how their respective Co-Chairmen shall vote. The Chairmanship of meetings shall alternate between the Co-Chairmen. The Joint Committee shall have a Secretary to be appointed by the Co-Chairmen.

B. The Joint Committee shall:

1. Keep up to date the Air Express Policy and Operations Manual as a guide to the parties in providing the services covered by this Agreement. The Manual is not intended to constitute a contractual obligation.

2. Consider and develop advertising and sales promotion programs, including statistical studies in connection therewith, and establish the budget therefor.

C. Neither of the parties shall charge the other with any expense incurred by the aforesaid Joint Committee, it being expressly understood that each party will assume the expense of its participation, including one-half of any joint expenses. Meetings will be held at regular intervals at the call of and at the place selected by the Chairman for that meeting. Either Co-Chairman may designate items to be discussed and at least fifteen (15) days before a regular meeting is to be held, the Secretary shall mail to each member of the Joint Committee the agenda of items to be discussed at the meeting. No other items may be brought up at the meeting except by agreement of the Co-Chairmen. Minutes of the meetings and all action taken shall be kept in writing by the Secretary and shall be available to any Committee member upon request.

D. During intervals between meetings, action by the Joint Committee may be accomplished by mail vote on any matter within its authority. Either Co-Chairman may propose a matter for mail vote. A matter so proposed shall first be considered by R E A Express, and, after it approves, its Co-Chairman shall notify the Chairman of the Air Express Committee, who shall direct the submission of the matter to the Air Express Committee for mail vote in accordance with its rules. If the matter is approved by the Air Express Committee, the Co-Chairmen shall be so advised by the Secretary of the Air Express Committee, and the action shall be deemed effective with such notification.

VI. AIR EXPRESS RATES

A. TARIFFS

1. The Joint Committee shall determine conditions of carriage and other rules and the rates to be charged the public for air express service, such rules and rates to be published in tariffs participated in by both R E A Express and the Air Carriers, subject to the provisions of the Air Carrier(s) "Official Air Transport Restricted Articles Tariff" and to applicable state or Federal laws now or hereafter in effect and to regulations by such federal and state authorities as may have jurisdiction in the premises.

2. The tariffs shall continue to be prepared, published, distributed, issued and kept current by representatives of R E A Express acting as an agent for both the Air Carriers and R E A Express. All costs in connection with the foregoing shall be borne by R E A Express. All Air Carriers and R E A Express agree to furnish such agent with the necessary Power(s) of Attorney and Concurrences required to enable the agent to perform the duties and functions set forth above; provided, however, that in the event any individual Air Carrier or R E A Express withdraws such Power(s) of Attorney and/or Concurrence(s), such Air Carrier or R E A Express as the case may be, agrees that it shall promptly terminate its participation in this Agreement in the manner provided for in Article XIII hereof, and such Air Carrier or R E A Express further agrees that the effective date of any such withdrawal(s) shall be identical to and coincide with the effective date of the termination of its participation in this Agreement.

B. RATE ADJUSTMENTS

Any Air Carrier listed in Appendix "A" or R E A Express may initiate a proposal for an adjustment in rates to the public by notifying the Secretary of the Joint Committee stating the particulars of the recommended adjustment, which shall be included on the agenda of the next meeting of the Joint Committee, at which time the Joint Committee shall determine (1) the amount of all adjustments desired at that time, and (2) whether and how any adjustments shall be applied to the tariffs.

C. RATE INCREASES BECAUSE OF INCREASED COSTS

1. In the event an adjustment in rates is required solely because of increased costs of one or both of the parties (that is, R E A Express as one party and the Air Carriers collectively as the other party), the party intending to initiate such adjustment shall notify the Secretary and the Joint Committee shall meet within fifteen (15) days after receipt of the notification provided for in Section B above (unless the initiating party indicates a later time), and shall render a decision on such proposed adjustment within forty-five (45) days after receipt of such notice, unless the Co-Chairmen agree to an extension of time. In addition to the requirements set forth in Section B above, either or both parties shall include in such notification to the

Secretary the amount of its or their increased costs. As between the said two parties hereto the party initiating such adjustment may require the tariffs to be increased in an amount sufficient to provide additional gross revenue equal to the increased costs. If the other party shall also have increased costs requiring a rate adjustment, the two actions shall be undertaken jointly, and the tariffs shall be adjusted accordingly. Such tariff adjustments shall be a percentage increase of all rates, unless the Joint Committee shall determine otherwise.

2. In the event a tariff increase initiated by only one party under the provisions of Section C.1 above becomes effective, the party initiating such increase shall receive the amount of such increase, and Appendix hereto shall be adjusted accordingly.

3. In the event a tariff increase initiated jointly by both parties under the provisions of Section C.1 above becomes effective, each party shall receive the amount of its requested increase, and Appendix 2 hereto shall be adjusted accordingly; provided, however, that if the rate increase allowed for each party by the regulatory agency is less than the rate increase requested, the amount to be received by each party shall be the amount of increase recognized for such party by the regulatory agency, or in the absence of such separate recognition, the amount to be received by each party shall be that percentage of the amount it requested that the total rate increase allowed bears to the total rate increase requested, and Appendix 2 hereto shall be adjusted accordingly.

4. In the event the regulatory authority suspends or rejects tariffs filed under the provisions of paragraph 2 or 3 of this section and in the same proceeding allows a tariff increase to be applied to the tariffs in a manner different from that incorporated in the suspended or rejected tariff, the tariffs shall be promptly revised accordingly, unless the Joint Committee determines otherwise, and the revenue accruing therefrom shall be treated as it would have been had the suspended or rejected tariff become effective

D ADDITIONAL CHARGES FOR EXTENDED SERVICE

If, pursuant to action by the Joint Committee, an air express rate is published to and from a point which does not have air service, R E A Express shall retain any additional charge made to the public for such extended service.

VII. ACCOUNTING AND SETTLEMENT BETWEEN THE PARTIES

A. ALLOCATION AND PAYMENT

1. Each month Gross Air Express Revenue earned shall be allocated between REA Express and the Air Carriers in accordance with Appendix 2, under mutually acceptable accounting procedures.

2. The joint expenses of the Joint Committee for Air Express, as provided for in Article V.C hereof, shall be paid by REA Express, and REA Express shall be reimbursed for one-half such expenses from the Air Carriers' division of the Gross Air Express Revenue.

3. REA Express shall be reimbursed from the Air Carriers' division of the Gross Air Express Revenue for that percentage of loss and damage claim payments paid out each month by REA Express on air express shipments which the Air Carriers' division of Gross Air Express Revenue for that month bears to total Gross Air Express Revenue.

4. REA Express shall pay each month to the Air Carriers the amount allocated to them in subsection 1 above after the deduction of the retentions described in subsections 2 and 3 above.

5. REA Express shall retain each month the amount allocated to it pursuant to subsection 1 above.

B. DISTRIBUTION OF REVENUE TO AIR CARRIERS

R E A Express agrees to distribute the revenue payable to Air Carriers pursuant to Article VII of this Agreemnt in accordance with the provisions of Section IV of the aforementioned Agreement C.A.B. No. 12866, and amendments thereto, provided that, if any such amendment results in increased accounting costs to R E A Express, the Air Carriers will reimburse R E A Express for such increased costs.

C. MAINTENANCE OF BOOKS AND RECORDS

1. REA Express shall maintain in its corporate books of account separate accounts for the accumulation of Gross Air Express Revenues and all adjustments thereto. These accounts shall be so maintained that the entire accounting for revenues under this contract can be found in the REA Express general ledger.

2. REA Express shall maintain detailed records of loss and damage claim payments paid out each month by REA Express on air express shipments.

VIII. LIABILITY

In performing hereunder:

A. As between R E A Express and each Air Carrier, R E A Express shall be liable and shall indemnify such Air Carrier against liability:

1. For any and all claims on account of loss of or damage or delay to air express covered by the provisions of this Agreement whether or not caused by the negligence of such Air Carrier, its officers, directors, agents or employees.

2. For any and all claims on account of injury to or death of any person or persons whatsoever, or loss of or damage or delay to property (other than Air Express referred to in (1) above) growing out of the operations of R E A Express hereunder unless caused by the negligence of such Air Carrier, its officers, directors, agents or employees.

3. For any and all penalties or fines for failure to comply with Government regulations with respect to customs, quarantine, restricted articles, contraband and similar subjects growing out of the operations of R E A Express hereunder unless caused by the negligence of such Air Carrier, its officers, directors, agents or employees.

B. As between each Air Carrier and R E A Express, the Air Carrier shall be liable and shall indemnify R E A Express against liability:

1. Except as provided in A above, for any and all claims on account of injury to or death of any person or persons whatsoever, or damage to property (other than Air Express) growing out of the operations of such Air Carrier, unless caused by the negligence of R E A Express, its officers, directors, agents or employees.

2. For any and all claims on account of loss of or damage or delay to its own property or the United States mail or other property in its charge (other than Air Express) when transported by air with Air Express under this Agreement, unless caused by the negligence of R E A Express, its officers, directors, agents, or employees.

3. For any and all penalties or fines with respect to customs, quarantine, restricted articles, contraband and similar subjects growing out of the operations of such Air Carrier hereunder unless caused by the negligence of R E A Express, its officers, directors, agents or employees.

IX. GOVERNMENT REGULATIONS

The Air Carrier(s) and R E A Express agree that they will comply with all lawful government rules and regulations.

X. ARBITRATION

Any disagreement arising out of the provisions of or performance under this Agreement shall be settled by arbitration, except that the matters which are specified in this Agreement as functions of the Joint Committee are not subject to arbitration. Arbitration may be initiated upon the written request of R E A Express or any Air Carrier or Air Carriers listed in Appendix "A". In the event of arbitration R E A Express on one hand and such Air Carrier(s) on the other hand shall each select one arbitrator and the two so chosen, if they cannot agree, shall select a third arbitrator, and the decision by a majority of such arbitrators shall be final. Each party hereto hereby agrees to abide by such decision and hereby waives its right to take any legal action except to enforce the award. When one party has appointed an arbitrator and the other party fails to appoint an arbitrator for thirty days after written notice of the name of the arbitrator appointed, then the party who appointed such arbitrator may appoint a second arbitrator and the two so chosen shall act as above provided.

In any such arbitration each party shall pay the expense of the arbitrator appointed by it and all other costs of such arbitration shall be divided equally. If the two arbitrators selected as herein provided fail to agree and fail or neglect to agree upon a third within thirty days after they have been chosen, then the third arbitrator shall upon the application of either party be selected by the Chairman of the Civil Aeronautics Board. All arbitration proceedings hereunder shall be conducted in accordance with the rules of the American Arbitration Association.

XI. PARTIES

The Parties hereto are R E A Express on the one hand and the Air Carriers (collectively), on the other. The Air Carriers (collectively) shall include only such Air Carriers as are parties to the aforesaid Agreement, C.A.B. No. 12866. The initial Air Carriers parties to this Agreement are designated in Appendix "A" hereto. As additional air carriers become parties to the aforesaid Agreement, C.A.B. No. 12866, or as Air Carriers shall cease to be parties to that Agreement, the Secretary of the Air Express Committee shall accordingly notify the President of R E A Express in writing and, as the case may be, their names shall be added to or deleted from Appendix "A".

XII. SUCCESSORS AND ASSIGNS

It is agreed that an Air Carrier may, without R E A Express' consent, expressed or implied, assign and transfer this Agreement, and all of its right, title and interest thereto and thereunder, to any corporation with which the Air Carrier may merge or consolidate, or to any person, firm, or corporation which may succeed to the Air Carrier's franchise and business, and that such assignment shall release the Air Carrier from all obligations hereunder, any provisions of this Agreement to the contrary notwithstanding, provided, however, that such assignee or transferee is of good financial standing and credit to the satisfaction of R E A Express and agrees to assume the obligations and liabilities of the Air Carrier hereunder.

XIII. DURATION AND TERMINATION

This Agreement shall become effective on August 1, 1964, and shall terminate as of midnight, June 30, 1972 or 60 days after the date upon which final orders of the Board have become effective in both Dockets 22387 and 22388, if such date 60 days after such effectiveness is earlier than June 30, 1972. Any Air Carrier hereto may terminate its participation herein without terminating this Agreement between other parties, by giving the President of the Air Transport Association and the President of REA Express written notice of the intention of such party so to terminate at least six months prior to the effective date of such termination. The Agreement may be terminated by all Air Carriers by the President of the Air Transport Association giving the President of REA Express written notice of the intention of all Air Carriers so to terminate at least six months prior to the effective date of such termination. The Agreement may be terminated by REA Express by the President of REA Express giving to the President of the Air Transport Association written notice of the intention of REA Express so to terminate at least six months prior to the effective date of such termination.

Performance by the parties hereunder is subject to the needs of the government in time of war or other national emergency, air mail, passengers and their baggage, acts of God, strikes, storms, weather or other conditions beyond the control of a party, and to the rules and regulations of the Post Office Department, Department of Commerce, Civil Aeronautics Board, Federal Aviation Agency, and any other governmental body having jurisdiction thereof, and inability to perform for any of the foregoing reasons shall not be deemed to be a breach hereof.

Notwithstanding anything herein contained to the contrary, this Agreement shall terminate forthwith as to any party who shall make an assignment for the benefit of creditors, or be adjudicated as bankrupt, or if a receiver or trustee shall be appointed for its business and affairs because of insolvency, or if a party shall voluntarily enter into a receivership or cease to do business.

No termination, however, shall relieve any party hereto from any obligations or liabilities on its part incurred prior to such termination.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed this 31st day of July, 1964.

RAILWAY EXPRESS AGENCY, INCORPORATED

Robert C. Hendon

Robert C. Hendon
Vice President, Industry Affairs

ATTEST:

Lawrence Berman

Secretary
L. B. Berman

For and on behalf of the Air Carriers parties to an Agreement entitled "Agreement Among Certain Air Carriers Relating to Air Express Service" (Agreement C.A.B. No. 12866)

J. M. Slichter

J. M. Slichter, Attorney and Agent

APPENDIX "A" TO

AIR EXPRESS AGREEMENT BETWEEN

R E A EXPRESS AND

CERTAIN AIR CARRIERS

Air Canada
Air West, Inc.
Airlift International, Inc.
Alaska Airlines, Inc.
Allegheny Airlines, Inc.
American Airlines, Inc.
Aspen Airways, Inc.
Braniff International
Caribbean-Atlantic Airlines, Inc.
Compagnie Nationale Air France
Continental Air Lines, Inc.
Delta Air Lines, Inc.
Eastern Air Lines, Inc.
The Flying Tiger Line Inc.
Frontier Airlines, Inc.
Los Angeles Airways, Inc.
Mohawk Airlines, Inc.
National Airlines, Inc.
New York Airways, Inc.
North Central Airlines, Inc.
Northeast Airlines, Inc.
Northwest Airlines, Inc.
Ozark Air Lines, Inc.
Pan American World Airways, Inc.
Piedmont Aviation, Inc.
San Francisco and Oakland Helicopter Airlines, Inc.
Seaboard World Airlines, Inc.
Southern Airways, Inc.
Trans Caribbean Airways, Inc.
Texas International Airlines, Inc.
Trans World Airlines, Inc.
United Air Lines, Inc.
Western Air Lines, Inc.

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 1 & 2			SCALE NO. 3			SCALE NO. 4			POUNDS
	Rate	Air	REA	Rate	Air	REA	Rate	Air	REA	
1	850	240	610	850	240	610	850	240	610	1
2	850	240	610	850	240	610	850	240	610	2
3	850	240	610	850	240	610	850	240	610	3
4	850	240	610	850	240	610	850	240	610	4
5	850	240	610	850	240	610	850	240	610	5
6	850	240	610	850	240	610	850	240	610	6
7	850	240	610	850	240	610	850	240	610	7
8	850	240	610	850	240	610	850	240	610	8
9	850	240	610	850	240	610	850	240	610	9
10	850	240	610	950	240	610	850	240	610	10
11	850	240	610	850	240	610	850	240	610	11
12	850	240	610	850	240	610	850	240	610	12
13	850	240	610	850	240	610	850	240	610	13
14	850	240	610	850	240	610	850	240	610	14
15	850	240	610	850	240	610	850	240	610	15
16	850	240	610	850	240	610	850	240	610	16
17	850	240	610	850	240	610	850	240	610	17
18	850	240	610	850	240	610	850	240	610	18
19	850	240	610	850	240	610	850	240	610	19
20	850	240	610	850	240	610	850	240	610	20
21	850	240	610	850	240	610	850	240	610	21
22	850	240	610	850	240	610	850	240	610	22
23	850	240	610	850	240	610	850	240	610	23
24	850	240	610	850	240	610	850	240	610	24
25	850	240	610	850	240	610	865	240	625	25
26	850	240	610	850	240	610	870	240	630	26
27	850	240	610	850	240	610	875	240	635	27
28	850	240	610	850	240	610	880	240	640	28
29	850	240	610	850	240	610	885	240	645	29
30	850	240	610	850	240	610	890	240	650	30
31	850	240	610	850	240	610	925	240	685	31
32	850	240	610	850	240	610	930	240	690	32
33	850	240	610	850	240	610	935	240	695	33
34	850	240	610	855	240	615	940	245	695	34
35	850	240	610	860	240	620	945	252	693	35
36	850	240	610	870	240	630	980	259	721	36
37	850	240	610	875	240	635	985	266	719	37
38	850	240	610	885	240	645	990	274	716	38
39	850	240	610	895	240	655	995	281	714	39
40	850	240	610	900	240	660	1000	288	712	40
41	850	240	610	910	240	670	1035	295	740	41
42	850	240	610	915	240	675	1040	302	738	42
43	850	241	610	925	241	684	1045	310	735	43
44	850	240	610	935	246	689	1050	317	733	44
45	850	240	610	940	252	688	1055	324	731	45
46	850	240	610	950	258	692	1090	331	759	46
47	850	240	610	955	263	692	1095	338	757	47
48	850	240	610	965	269	696	1100	346	754	48
49	850	240	610	975	274	701	1105	353	752	49
50	850	240	610	980	280	700	1110	360	750	50

POUNDS	SCALE NO. 1 & 2	SCALE NO. 3	SCALE NO. 4	POUNDS

APPENDIX "2"

AUGUST 20, 1970

Rate - Air Express Charges
Air - Airline Share of Revenue
REA - REA Share of Revenue

POUNDS	SCALE NO. 1 & 2			SCALE NO. 3			SCALE NO. 4			POUNDS
	Rate	Air	REA	Rate	Air	REA	Rate	Air	REA	
51	850	240	610	990	286	704	1145	367	778	51
52	850	240	610	995	291	704	1150	374	776	52
53	850	240	610	1005	297	708	1155	382	773	53
54	850	240	610	1010	302	708	1160	389	771	54
55	850	240	610	1020	308	712	1165	396	769	55
56	855	240	615	1030	314	716	1200	403	797	56
57	860	240	620	1035	319	716	1205	410	795	57
58	865	240	625	1045	325	720	1210	418	792	58
59	870	240	630	1050	330	720	1215	425	790	59
60	875	240	635	1060	336	724	1220	432	788	60
61	880	240	640	1070	342	728	1250	439	811	61
62	885	240	645	1075	347	728	1255	446	809	62
63	890	240	650	1085	353	732	1260	454	806	63
64	895	240	655	1090	358	732	1265	461	804	64
65	900	241	659	1100	364	736	1270	468	802	65
66	905	244	661	1105	370	735	1305	475	830	66
67	910	248	662	1115	375	740	1310	482	828	67
68	915	252	663	1125	381	744	1315	490	825	68
69	920	255	665	1130	386	744	1320	497	823	69
70	925	259	666	1140	392	748	1325	504	821	70
71	930	263	667	1145	398	747	1360	511	849	71
72	935	266	669	1155	403	752	1365	518	847	72
73	940	270	670	1165	409	756	1370	526	844	73
74	945	273	672	1170	414	756	1375	533	842	74
75	950	278	672	1180	420	760	1380	540	840	75
76	955	281	674	1185	426	759	1415	547	868	76
77	960	285	675	1195	431	764	1420	554	866	77
78	965	289	676	1205	437	768	1425	562	863	78
79	970	292	678	1210	442	768	1430	569	861	79
80	975	296	679	1220	448	772	1435	576	859	80
81	980	300	680	1225	454	771	1470	583	887	81
82	985	303	682	1235	459	776	1475	590	885	82
83	990	307	683	1240	465	775	1480	598	882	83
84	995	311	684	1250	470	780	1485	605	880	84
85	1000	315	685	1260	476	784	1490	612	878	85
86	1005	318	687	1265	482	783	1525	619	906	86
87	1010	322	688	1275	487	788	1530	626	904	87
88	1015	326	689	1280	493	787	1535	634	901	88
89	1020	329	691	1290	498	792	1540	641	899	89
90	1025	333	692	1300	504	796	1545	648	897	90
91	1030	337	693	1305	510	795	1580	655	925	91
92	1035	340	695	1315	515	800	1585	662	923	92
93	1040	344	696	1320	521	799	1590	670	920	93
94	1045	348	697	1330	526	804	1595	677	918	94
95	1050	352	698	1335	532	803	1600	684	916	95
96	1055	355	700	1345	538	807	1630	691	939	96
97	1060	359	701	1355	543	812	1635	698	937	97
98	1065	363	702	1360	549	811	1640	706	934	98
99	1070	366	704	1370	554	816	1645	713	932	99
	OVER 100 POUNDS									
100	1075	370	705	1375	560	815	1650	720	930	100
200	1075	370	705	1375	555	820	1650	720	930	200
300	1075	370	705	1375	555	820	1650	720	930	300
POUNDS	SCALE NO. 1 & 2			SCALE NO. 3			SCALE NO. 4			POUNDS

APPENDIX "2"

AUGUST 20, 1970

Rate = Air Fxpress Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 5			SCALE NO. 6			SCALE NO. 7			POUNDS
	Rate	Air	REA	Rate	Air	REA	Rate	Air	REA	
1	850	240	610	850	240	610	850	240	610	1
2	850	240	610	850	240	610	850	240	610	2
3	850	240	610	850	240	610	850	240	610	3
4	850	240	610	850	240	610	850	240	610	4
5	850	240	610	850	240	610	850	240	610	5
6	850	240	610	850	240	610	850	240	610	6
7	850	240	610	850	240	610	850	240	610	7
8	850	240	610	850	240	610	850	240	610	8
9	850	240	610	850	240	610	850	240	610	9
10	850	240	610	850	240	610	850	240	610	10
11	850	240	610	850	240	610	850	240	610	11
12	850	240	610	850	240	610	850	240	610	12
13	850	240	610	850	240	610	870	240	630	13
14	850	240	610	850	240	610	885	240	645	14
15	850	240	610	855	240	615	905	240	665	15
16	850	240	610	875	240	635	925	240	685	16
17	850	240	610	890	240	650	945	240	705	17
18	850	240	610	905	240	665	965	240	725	18
19	860	240	620	910	240	670	985	240	745	19
20	875	240	635	915	240	675	1005	246	759	20
21	890	240	650	955	240	715	1025	258	767	21
22	900	240	660	975	240	735	1045	271	774	22
23	915	240	675	990	248	742	1065	283	782	23
24	930	240	690	995	259	736	1085	295	790	24
25	945	240	705	1000	270	730	1105	308	797	25
26	955	240	715	1040	281	759	1125	320	805	26
27	970	243	727	1055	292	763	1145	332	813	27
28	985	252	733	1070	302	768	1165	344	821	28
29	1000	261	739	1075	313	762	1180	357	823	29
30	1010	270	740	1080	324	756	1200	369	831	30
31	1025	279	746	1125	335	790	1220	381	839	31
32	1040	288	752	1140	346	794	1240	394	846	32
33	1055	297	758	1155	356	799	1260	406	854	33
34	1065	306	759	1160	367	793	1280	418	862	34
35	1080	315	765	1165	378	787	1300	431	869	35
36	1095	324	771	1205	389	816	1320	443	877	36
37	1110	333	777	1225	400	825	1340	455	885	37
38	1120	342	778	1240	410	830	1360	467	893	38
39	1135	351	784	1245	421	824	1380	480	900	39
40	1150	360	790	1250	432	818	1400	492	908	40
41	1165	369	796	1290	443	847	1420	504	916	41
42	1175	378	797	1310	454	856	1440	517	923	42
43	1190	387	803	1325	464	861	1455	529	926	43
44	1205	396	809	1330	475	855	1475	541	934	44
45	1220	405	815	1335	486	849	1495	554	941	45
46	1235	414	821	1375	497	878	1515	566	949	46
47	1245	423	822	1390	508	882	1535	578	957	47
48	1260	432	828	1405	518	887	1555	590	965	48
49	1275	441	834	1410	529	881	1575	603	972	49
50	1290	450	840	1415	540	875	1595	615	980	50
POUNDS	SCALE NO. 5			SCALE NO. 6			SCALE NO. 7			POUNDS

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 5 Rate	Air	REA	SCALE NO. 6 Rate	Air	REA	SCALE NO. 7 Rate	Air	REA	POUNDS
51	1300	459	841	1460	551	909	1615	627	988	51
52	1315	468	847	1475	562	913	1635	640	995	52
53	1330	477	853	1490	572	918	1655	652	1003	53
54	1345	486	859	1495	583	912	1675	664	1011	54
55	1355	495	860	1500	594	906	1695	677	1018	55
56	1370	504	866	1540	605	935	1707	689	1018	56
57	1385	513	872	1560	616	944	1720	701	1019	57
58	1400	522	878	1575	626	949	1732	713	1019	58
59	1410	531	879	1580	637	943	1745	726	1019	59
60	1425	540	885	1585	648	937	1757	738	1019	60
61	1440	549	891	1625	659	966	1770	750	1020	61
62	1455	558	897	1640	670	970	1782	763	1019	62
63	1465	567	898	1655	680	975	1795	775	1020	63
64	1480	576	904	1660	691	969	1807	787	1020	64
65	1495	585	910	1665	702	963	1820	800	1020	65
66	1510	594	916	1675	713	962	1832	812	1020	66
67	1520	603	917	1685	724	961	1845	824	1021	67
68	1535	612	923	1695	734	961	1857	836	1021	68
69	1550	621	929	1705	745	960	1870	849	1021	69
70	1565	630	935	1715	756	959	1882	861	1021	70
71	1575	639	936	1725	767	958	1895	873	1022	71
72	1590	648	942	1735	778	957	1907	886	1021	72
73	1605	657	948	1745	788	957	1920	898	1022	73
74	1620	666	954	1755	799	956	1932	910	1022	74
75	1630	675	955	1765	810	955	1945	923	1022	75
76	1645	684	961	1775	821	954	1957	935	1022	76
77	1660	693	967	1785	832	953	1970	947	1023	77
78	1675	702	973	1795	842	953	1982	959	1023	78
79	1690	711	979	1805	853	952	1995	972	1023	79
80	1700	720	980	1815	864	951	2007	984	1023	80
81	1710	729	981	1825	875	950	2020	996	1024	81
82	1720	738	982	1835	886	949	2032	1009	1023	82
83	1730	747	983	1845	896	949	2045	1021	1024	83
84	1740	756	984	1855	907	948	2057	1033	1024	84
85	1750	765	985	1865	918	947	2070	1046	1024	85
86	1760	774	986	1875	929	946	2082	1058	1024	86
87	1770	783	987	1885	940	945	2095	1070	1025	87
88	1780	792	988	1895	950	945	2107	1082	1025	88
89	1790	801	989	1905	961	944	2120	1095	1025	89
90	1800	810	990	1915	972	943	2132	1107	1025	90
91	1810	819	991	1925	983	942	2151	1119	1032	91
92	1820	828	992	1935	994	941	2171	1132	1039	92
93	1830	837	993	1945	1004	941	2190	1144	1046	93
94	1840	846	994	1955	1005	950	2209	1156	1053	94
95	1850	855	995	1965	1026	939	2229	1169	1060	95
96	1860	864	996	1975	1037	938	2248	1181	1067	96
97	1870	873	997	1985	1048	937	2267	1193	1074	97
98	1880	882	998	1990	1058	932	2286	1197	1089	98
99	1890	891	999	1995	1069	926	2306	1211	1095	99
OVER 100 POUNDS										
100	1900	900	1000	2000	1080	920	2325	1230	1095	100
200	1785	900	885	1885	1017	868	2010	1061	949	200
300	1750	900	850	1850	999	851	1900	1010	890	300
	SCALE NO. 5			SCALE NO. 6			SCALE NO. 7			POUNDS

1400(a)

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 8			SCALE NO. 9			SCALE NO. 10			POUNDS
	Rate	Air	REA	Rate	Air	REA	Rate	Air	REA	
1	850	240	610	850	240	610	850	240	610	1
2	850	240	610	850	240	610	850	240	610	2
3	850	240	610	850	240	610	850	240	610	3
4	850	240	610	850	240	610	850	240	610	4
5	850	240	610	850	240	610	850	240	610	5
6	850	240	610	850	240	610	850	240	610	6
7	850	240	610	850	240	610	850	240	610	7
8	850	240	610	850	240	610	850	240	610	8
9	850	240	610	850	240	610	860	240	620	9
10	850	240	610	860	240	620	865	240	625	10
11	860	240	620	885	240	645	915	240	675	11
12	880	240	640	910	240	670	940	240	700	12
13	900	240	660	935	240	695	965	240	725	13
14	915	240	675	955	240	715	990	240	750	14
15	920	240	680	980	240	740	995	255	740	15
16	965	240	725	1005	253	752	1045	272	773	16
17	985	240	745	1030	269	761	1070	289	781	17
18	1010	252	758	1050	284	766	1095	306	789	18
19	1020	266	754	1075	300	775	1115	323	792	19
20	1025	280	745	1100	316	784	1120	340	780	20
21	1075	294	781	1120	332	788	1170	357	813	21
22	1095	308	787	1145	348	797	1195	374	821	22
23	1115	322	793	1170	363	807	1220	391	829	23
24	1130	336	794	1190	379	811	1240	408	832	24
25	1135	350	785	1215	395	820	1245	425	820	25
26	1180	364	816	1240	411	829	1295	442	853	26
27	1205	378	827	1260	427	833	1320	459	861	27
28	1225	392	833	1285	442	843	1350	476	874	28
29	1240	406	834	1310	458	852	1370	493	877	29
30	1245	420	825	1335	474	861	1375	510	865	30
31	1290	434	856	1355	490	865	1425	527	898	31
32	1310	448	862	1380	506	874	1450	544	906	32
33	1330	462	868	1405	521	884	1475	561	914	33
34	1345	476	869	1425	537	888	1495	578	917	34
35	1350	490	860	1450	553	897	1500	595	905	35
36	1398	504	891	1475	569	906	1519	612	907	36
37	1420	518	902	1495	585	910	1538	629	909	37
38	1440	532	908	1520	600	920	1558	646	912	38
39	1455	546	909	1545	616	929	1577	653	924	39
40	1460	560	900	1570	632	938	1596	680	916	40
41	1505	574	931	1590	648	942	1615	697	918	41
42	1525	588	937	1615	664	951	1635	714	921	42
43	1550	602	948	1640	679	961	1654	731	923	43
44	1560	616	944	1660	695	965	1673	748	925	44
45	1565	630	935	1681	711	970	1692	765	927	45
46	1615	644	971	1700	727	973	1712	782	930	46
47	1635	658	977	1719	743	976	1731	799	932	47
48	1655	672	983	1738	758	980	1750	816	934	48
49	1670	686	984	1757	774	983	1769	833	936	49
50	1675	700	975	1776	790	986	1788	850	938	50
POUNDS	SCALE NO. 8			SCALE NO. 9			SCALE NO. 10			POUNDS

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 8			SCALE NO. 9			SCALE NO. 10			POUNDS
	Rate	Air	REA	Rate	Air	REA	Rate	Air	REA	
51	1720	714	1006	1785	806	979	1808	867	941	51
52	1740	728	1012	1793	822	971	1827	884	943	52
53	1753	742	1011	1802	837	965	1846	901	945	53
54	1765	756	1009	1811	853	958	1865	918	947	54
55	1778	770	1008	1821	869	952	1885	935	950	55
56	1791	784	1007	1836	885	951	1904	952	952	56
57	1804	798	1006	1851	901	950	1923	969	954	57
58	1816	812	1004	1866	916	950	1942	986	956	58
59	1829	826	1003	1881	932	949	1962	1003	959	59
60	1842	840	1002	1896	948	948	1981	1020	961	60
61	1854	854	1000	1911	964	947	2000	1037	963	61
62	1867	868	999	1927	980	947	2019	1054	965	62
63	1880	882	998	1942	995	947	2038	1071	967	63
64	1892	896	996	1957	1011	946	2058	1088	970	64
65	1905	910	995	1972	1027	945	2077	1105	972	65
66	1918	924	994	1987	1043	944	2096	1122	974	66
67	1931	938	993	2002	1059	943	2115	1139	976	67
68	1943	952	991	2017	1074	943	2135	1156	979	68
69	1956	966	990	2032	1090	942	2154	1173	981	69
70	1969	980	989	2047	1106	941	2173	1190	983	70
71	1981	994	987	2062	1122	940	2192	1207	985	71
72	1994	1008	986	2077	1138	939	2212	1224	988	72
73	2007	1022	985	2092	1152	940	2231	1237	994	73
74	2019	1036	983	2107	1162	945	2250	1258	992	74
75	2032	1050	982	2123	1173	950	2269	1260	1009	75
76	2045	1064	981	2138	1183	955	2288	1277	1011	76
77	2058	1078	980	2153	1197	956	2308	1290	1018	77
78	2070	1092	978	2168	1204	964	2327	1303	1024	78
79	2083	1106	977	2183	1218	965	2346	1319	1027	79
80	2096	1120	976	2198	1228	970	2365	1344	1021	80
81	2108	1127	981	2213	1241	972	2385	1345	1040	81
82	2121	1138	983	2228	1247	981	2404	1357	1047	82
83	2134	1149	985	2243	1264	979	2423	1370	1053	83
84	2146	1159	987	2258	1270	988	2442	1386	1056	84
85	2159	1180	979	2273	1283	990	2462	1411	1051	85
86	2172	1176	996	2288	1293	995	2481	1410	1071	86
87	2185	1187	998	2304	1305	999	2500	1422	1078	87
88	2197	1193	1004	2319	1315	1004	2519	1439	1080	88
89	2210	1207	1003	2334	1327	1007	2538	1451	1087	89
90	2223	1228	995	2349	1337	1012	2558	1476	1082	90
91	2247	1227	1020	2376	1357	1019	2592	1483	1109	91
92	2271	1240	1031	2402	1370	1032	2626	1509	1117	92
93	2296	1257	1039	2429	1391	1038	2661	1530	1131	93
94	2320	1278	1042	2455	1409	1046	2695	1556	1139	94
95	2344	1303	1041	2482	1425	1057	2729	1587	1142	95
96	2368	1306	1062	2524	1447	1077	2763	1598	1165	96
97	2392	1319	1073	2565	1477	1088	2797	1620	1177	97
98	2417	1337	1080	2607	1504	1103	2832	1642	1190	98
99	2441	1354	1087	2648	1530	1118	2866	1668	1198	99
OVER 100 POUNDS										
100	2500	1400	1100	2690	1553	1137	2900	1700	1200	100
200	2050	1148	902	2145	1238	907	2325	1365	960	200
300	1925	1080	845	2020	1168	854	2175	1275	900	300
POUNDS	SCALE NO. 8			SCALE NO. 9			SCALE NO. 10			POUNDS

1402(a)

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 11 Rate	Air	REA	SCALE NO. 12 Rate	Air	REA	SCALE NO. 13 Rate	Air	REA	POUNDS
1	850	240	610	850	240	610	850	240	610	1
2	850	240	610	850	240	610	850	240	610	2
3	850	240	610	850	240	610	850	240	610	3
4	850	240	610	850	240	610	850	240	610	4
5	850	240	610	850	240	610	850	240	610	5
6	850	240	610	850	240	610	850	240	610	6
7	850	240	610	855	240	615	880	240	640	7
8	865	240	625	885	240	645	910	240	670	8
9	890	240	650	915	240	675	940	240	700	9
10	915	240	675	920	240	680	970	240	730	10
11	945	240	705	975	240	735	1005	240	765	11
12	975	240	735	1005	245	760	1035	258	777	12
13	1000	243	757	1035	255	770	1065	280	785	13
14	1025	262	763	1060	286	774	1095	301	794	14
15	1055	281	774	1065	306	759	1130	323	807	15
16	1080	299	781	1120	326	794	1160	344	816	16
17	1110	318	792	1150	347	803	1190	366	824	17
18	1135	337	798	1180	367	813	1220	387	833	18
19	1165	355	810	1210	388	822	1255	409	846	19
20	1190	374	816	1215	408	807	1285	430	855	20
21	1220	393	827	1265	428	837	1315	452	863	21
22	1245	411	834	1295	449	846	1345	473	872	22
23	1275	430	845	1325	469	856	1369	495	874	23
24	1300	449	851	1355	490	865	1393	516	877	24
25	1330	468	862	1360	510	850	1416	538	878	25
26	1355	486	869	1383	530	853	1440	559	881	26
27	1380	505	875	1406	551	855	1464	581	883	27
28	1410	524	886	1430	571	859	1488	602	886	28
29	1435	542	893	1453	592	861	1511	624	887	29
30	1456	561	895	1476	612	864	1535	645	890	30
31	1476	580	896	1499	632	867	1559	667	892	31
32	1497	598	899	1522	653	869	1583	688	895	32
33	1515	617	901	1546	673	873	1607	710	897	33
34	1538	636	902	1569	694	875	1630	731	899	34
35	1559	655	904	1592	714	878	1654	753	901	35
36	1579	673	906	1615	734	881	1675	774	904	36
37	1600	692	908	1638	755	883	1702	795	906	37
38	1621	711	910	1662	775	887	1725	817	908	38
39	1641	729	912	1685	796	889	1749	839	910	39
40	1662	748	914	1708	816	892	1773	860	913	40
41	1683	767	916	1731	836	895	1797	882	915	41
42	1703	785	918	1754	857	897	1821	903	918	42
43	1724	804	920	1778	877	901	1844	925	919	43
44	1744	823	921	1801	898	903	1868	946	922	44
45	1765	842	923	1824	918	906	1892	968	924	45
46	1786	860	926	1847	938	909	1916	989	927	46
47	1806	879	927	1870	959	911	1940	1011	929	47
48	1827	898	929	1894	979	915	1963	1032	931	48
49	1848	916	932	1917	1000	917	1987	1054	933	49
50	1868	935	933	1940	1020	920	2011	1075	936	50
POUNDS	SCALE NO. 11			SCALE NO. 12			SCALE NO. 13			POUNDS

1403(a)

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 11 Rate	Air	REA	SCALE NO. 12 Rate	Air	REA	SCALE NO. 13 Rate	Air	REA	POUNDS
51	1889	954	935	1963	1040	923	2035	1097	938	51
52	1909	972	937	1986	1061	925	2058	1118	940	52
53	1930	991	939	2010	1081	929	2082	1140	942	53
54	1951	1010	941	2033	1102	931	2106	1162	944	54
55	1971	1029	942	2056	1122	934	2130	1183	947	55
56	1992	1047	945	2079	1142	937	2154	1204	950	56
57	2013	1066	947	2102	1163	939	2177	1221	956	57
58	2033	1085	948	2126	1183	943	2201	1233	968	58
59	2054	1103	951	2149	1204	945	2225	1252	973	59
60	2075	1122	953	2172	1224	948	2249	1268	981	60
61	2095	1141	954	2195	1244	951	2272	1290	982	61
62	2116	1159	957	2218	1265	953	2296	1302	994	62
63	2136	1178	958	2242	1285	957	2320	1320	1000	63
64	2157	1197	960	2265	1302	963	2344	1340	1004	64
65	2178	1216	962	2288	1326	962	2368	1358	1010	65
66	2198	1234	964	2311	1335	976	2391	1373	1018	66
67	2219	1251	968	2334	1351	983	2415	1391	1024	67
68	2240	1268	972	2358	1371	987	2439	1406	1033	68
69	2260	1281	979	2381	1387	994	2463	1423	1040	69
70	2281	1297	984	2404	1415	989	2486	1442	1044	70
71	2301	1309	992	2427	1419	1008	2510	1455	1055	71
72	2322	1327	995	2450	1434	1016	2534	1474	1060	72
73	2343	1339	1004	2474	1454	1020	2558	1491	1067	73
74	2363	1355	1008	2497	1470	1027	2582	1510	1072	74
75	2384	1371	1013	2520	1503	1017	2605	1527	1078	75
76	2405	1384	1021	2543	1500	1043	2629	1541	1088	76
77	2425	1399	1026	2566	1515	1051	2653	1563	1090	77
78	2446	1411	1035	2590	1535	1055	2677	1577	1100	78
79	2467	1427	1040	2613	1555	1058	2700	1599	1101	79
80	2487	1443	1044	2636	1584	1052	2724	1612	1112	80
81	2508	1458	1050	2659	1584	1075	2748	1628	1120	81
82	2528	1470	1058	2682	1604	1078	2772	1647	1125	82
83	2549	1490	1059	2706	1619	1087	2796	1663	1133	83
84	2570	1502	1068	2729	1633	1096	2819	1676	1143	84
85	2590	1516	1078	2752	1668	1084	2843	1697	1146	85
86	2611	1528	1083	2775	1672	1103	2867	1711	1156	86
87	2632	1547	1085	2798	1686	1102	2891	1732	1159	87
88	2652	1558	1094	2822	1705	1117	2914	1745	1169	88
89	2673	1578	1095	2845	1719	1126	2938	1760	1178	89
90	2693	1589	1104	2868	1750	1118	2962	1778	1184	90
91	2725	1613	1112	2902	1758	1144	2998	1806	1192	91
92	2756	1629	1127	2936	1783	1153	3034	1824	1210	92
93	2788	1654	1134	2971	1808	1163	3069	1851	1218	93
94	2820	1670	1150	3005	1827	1178	3105	1876	1229	94
95	2852	1695	1157	3039	1864	1175	3141	1903	1238	95
96	2902	1727	1175	3073	1872	1201	3177	1922	1255	96
97	2951	1757	1194	3107	1897	1210	3213	1950	1263	97
98	3001	1795	1206	3142	1923	1219	3248	1968	1280	98
99	3050	1826	1224	3176	1948	1228	3284	1996	1288	99
	OVER 100 POUNDS									
100	3100	1854	1246	3210	1986	1224	3320	2022	1298	100
200	2750	1645	1105	2800	1728	1072	2830	1723	1107	200
300	2350	1386	964	2415	1494	921	2480	1560	920	300
POUNDS	SCALE NO. 11			SCALE NO. 12			SCALE NO. 13			POUNDS

1404(a)

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 14 Rate	Air	REA	SCALE NO. 15 Rate	Air	REA	SCALE NO. 16 Rate	Air	REA	POUNDS
1	850	240	610	850	240	610	850	240	610	1
2	850	240	610	850	240	610	850	240	610	2
3	850	240	610	850	240	610	850	240	610	3
4	850	240	610	850	240	610	850	240	610	4
5	850	240	610	850	240	610	850	240	610	5
6	865	240	620	885	240	645	890	240	650	6
7	900	240	660	920	240	680	930	240	690	7
8	935	240	695	955	240	715	970	240	730	8
9	965	240	725	990	240	750	1010	240	770	9
10	975	240	735	1025	248	777	1030	256	774	10
11	1035	254	781	1060	273	787	1084	282	802	11
12	1065	277	788	1095	298	797	1117	307	810	12
13	1100	300	800	1130	322	808	1151	333	818	13
14	1130	323	807	1165	347	818	1184	358	826	14
15	1140	347	793	1200	372	828	1215	384	831	15
16	1200	370	830	1226	397	829	1252	410	842	16
17	1230	393	837	1253	422	831	1285	435	850	17
18	1265	416	849	1279	446	833	1319	461	858	18
19	1295	439	856	1306	471	835	1352	486	866	19
20	1305	462	843	1332	496	836	1386	512	874	20
21	1330	485	845	1359	521	838	1415	538	877	21
22	1355	508	847	1385	546	839	1443	563	880	22
23	1380	531	849	1412	570	842	1471	589	882	23
24	1405	544	861	1438	595	843	1499	614	885	24
25	1430	578	852	1465	620	845	1524	640	888	25
26	1455	601	854	1491	645	846	1556	666	890	26
27	1480	624	856	1518	670	848	1584	691	893	27
28	1505	647	858	1544	694	850	1612	717	895	28
29	1529	670	859	1571	719	852	1640	742	898	29
30	1554	693	861	1597	744	853	1669	768	901	30
31	1579	716	863	1624	769	855	1697	794	903	31
32	1604	739	865	1650	794	856	1725	819	906	32
33	1629	762	867	1676	818	858	1753	845	908	33
34	1654	785	869	1703	843	860	1782	870	912	34
35	1679	809	870	1729	868	861	1810	896	914	35
36	1704	832	872	1756	893	863	1838	922	916	36
37	1729	855	874	1782	918	864	1866	947	919	37
38	1754	878	876	1809	942	867	1895	973	922	38
39	1779	901	878	1835	967	868	1923	998	925	39
40	1804	924	880	1862	992	870	1951	1024	927	40
41	1829	947	882	1888	1017	871	1979	1050	929	41
42	1854	970	884	1915	1042	873	2007	1075	932	42
43	1879	993	886	1941	1066	875	2036	1101	935	43
44	1904	1016	888	1968	1091	877	2064	1126	938	44
45	1929	1040	889	1994	1112	882	2092	1152	940	45
46	1953	1067	886	2021	1132	889	2120	1170	950	46
47	1978	1086	892	2047	1151	896	2149	1192	957	47
48	2003	1109	894	4074	1170	904	2177	1213	964	48
49	2028	1125	903	2100	1192	908	2205	1231	974	49
50	2053	1155	898	2126	1208	918	2233	1268	965	50
POUNDS	SCALE NO. 14			SCALE NO. 15			SCALE NO. 16			POUNDS

APPENDIX "2"

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 14			SCALE NO. 15			SCALE NO. 16			POUNDS
	Rate	Air	REA	Rate	Air	REA	Rate	Air	REA	
51	2078	1164	914	2153	1229	924	2252	1269	983	51
52	2103	1179	924	2179	1248	931	2271	1281	990	52
53	2128	1202	926	2206	1270	936	2297	1306	991	53
54	2153	1229	924	2232	1288	944	2322	1322	1000	54
55	2178	1247	931	2259	1309	950	2348	1355	993	55
56	2203	1254	949	2285	1327	958	2374	1357	1017	56
57	2228	1273	955	2312	1348	964	2399	1377	1022	57
58	2253	1291	962	2338	1366	972	2425	1397	1028	58
59	2278	1309	969	2365	1391	974	2450	1416	1034	59
60	2303	1340	963	2391	1409	982	2476	1450	1026	60
61	2328	1345	983	2418	1429	989	2502	1454	1048	61
62	2352	1363	989	2444	1446	998	2527	1473	1054	62
63	2377	1380	997	2471	1466	1005	2760	1492	1061	63
64	2402	1402	1000	2497	1483	1014	2578	1510	1068	64
65	2427	1433	994	2524	1508	1016	2604	1544	1060	65
66	2452	1437	1005	2550	1525	1025	2870	1547	1083	66
67	2477	1454	1023	2576	1544	1032	2655	1565	1090	67
68	2502	1471	1031	2603	1561	1042	2681	1583	1098	68
69	2527	1492	1035	2629	1585	1044	2706	1601	1105	69
70	2552	1524	1028	2655	1601	1055	2732	1635	1097	70
71	2577	1526	1051	2682	1620	1062	2758	1642	1116	71
72	2602	1547	1055	2709	1642	1067	2783	1659	1124	72
73	2627	1564	1063	2735	1660	1075	2809	1676	1133	73
74	2652	1585	1067	2762	1676	1086	2834	1693	1141	74
75	2677	1612	1065	2788	1700	1088	2860	1728	1132	75
76	2702	1617	1085	2815	1716	1099	2886	1733	1153	76
77	2727	1639	1088	2841	1740	1101	2911	1749	1162	77
78	2752	1654	1098	2868	1755	1113	2937	1772	1165	78
79	2776	1670	1106	2894	1773	1121	2962	1789	1173	79
80	2801	1702	1099	2921	1794	1127	2988	1824	1164	80
81	2826	1707	1119	2947	1812	1135	3014	1827	1187	81
82	2851	1728	1123	2973	1833	1140	3039	1843	1196	82
83	2876	1743	1133	3000	1850	1150	3065	1859	1206	83
84	2901	1758	1143	3026	1871	1155	3090	1882	1208	84
85	2926	1791	1135	3053	1888	1165	3116	1911	1205	85
86	2951	1794	1157	3079	1909	1170	3142	1913	1229	86
87	2976	1815	1161	3106	1926	1180	3167	1935	1232	87
88	3001	1830	1181	3132	1947	1185	3193	1950	1243	88
89	3026	1850	1176	3159	1964	1195	3218	1972	1246	89
90	3051	1884	1167	3185	1985	1200	3244	2002	1242	90
91	3088	1892	1196	3220	2008	1212	3283	2017	1266	91
92	3126	1919	1207	3255	2036	1219	3321	2039	1282	92
93	3163	1946	1217	3290	2059	1231	3360	2068	1292	93
94	3201	1967	1234	3325	2080	1245	3398	2091	1307	94
95	3238	2008	1230	3360	2110	1250	3437	2136	1301	95
96	3300	2036	1264	3410	2138	1272	3500	2158	1342	96
97	3350	2071	1279	3460	2177	1283	3560	2204	1356	97
98	3400	2106	1294	3520	2212	1308	3620	2242	1378	98
99	3450	2134	1316	3580	2259	1321	3680	2281	1399	99
	OVER 100 POUNDS									
100	3535	2205	1330	3630	2288	1342	3735	2336	1399	100
200	2905	1813	1092	3015	1898	1117	3130	1952	1178	200
300	2555	1680	875	2660	1800	860	2780	1920	860	300
POUNDS	SCALE NO. 14			SCALE NO. 15			SCALE NO. 16			POUNDS

1406(a)

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 17				SCALE NO. 18				SCALE NO. 19				POUNDS
	Rate	Air	REA		Rate	Air	REA		Rate	Air	REA		
1	850	240	610		850	240	610		850	240	610		1
2	850	240	610		850	240	610		850	240	610		2
3	850	240	610		850	240	610		850	240	610		3
4	850	240	610		850	240	610		850	240	610		4
5	850	240	610		850	240	610		850	240	610		5
6	890	240	650		890	240	650		890	240	650		6
7	930	240	690		930	240	690		930	240	690		7
8	970	240	730		970	240	730		970	240	730		8
9	1010	245	765		1010	259	751		1010	266	744		9
10	1050	272	778		1050	288	762		1050	295	755		10
11	1087	299	788		1089	317	772		1092	325	767		11
12	1123	326	797		1129	346	783		1135	354	781		12
13	1160	354	806		1168	374	794		1177	384	793		13
14	1196	381	815		1208	403	805		1219	413	806		14
15	1233	408	825		1247	432	815		1262	443	819		15
16	1269	435	834		1286	461	825		1304	472	832		16
17	1306	462	844		1326	490	836		1346	502	844		17
18	1342	490	852		1365	518	847		1388	531	857		18
19	1379	517	862		1405	547	858		1431	561	870		19
20	1415	544	871		1444	576	868		1473	590	883		20
21	1445	571	874		1475	605	870		1506	620	886		21
22	1475	598	877		1506	634	872		1538	649	889		22
23	1505	626	879		1538	662	876		1571	679	892		23
24	1534	653	881		1569	691	878		1604	708	896		24
25	1564	680	884		1600	720	880		1637	738	899		25
26	1594	707	887		1632	749	883		1670	767	903		26
27	1624	734	890		1663	778	885		1720	797	923		27
28	1653	762	891		1694	806	888		1735	826	909		28
29	1683	789	894		1725	835	890		1768	856	912		29
30	1713	816	897		1757	864	893		1801	885	916		30
31	1743	843	900		1788	893	895		1833	915	918		31
32	1772	870	902		1819	921	898		1866	944	922		32
33	1802	898	904		1850	950	900		1899	974	925		33
34	1832	925	907		1882	979	903		1932	1003	929		34
35	1862	952	910		1913	1008	905		1965	1033	932		35
36	1891	979	912		1944	1037	907		1997	1062	935		36
37	1921	1006	915		1975	1066	909		2030	1084	946		37
38	1951	1034	917		2007	1094	913		2059	1108	951		38
39	1981	1061	920		2038	1123	915		2089	1132	957		39
40	2010	1088	922		2069	1152	917		2118	1151	967		40
41	2040	1115	925		2100	1170	930		2147	1174	973		41
42	2070	1139	931		2135	1194	941		2177	1200	977		42
43	2100	1164	936		2161	1215	946		2206	1219	987		43
44	2129	1186	943		2187	1236	951		2236	1241	995		44
45	2159	1210	949		2213	1268	945		2265	1263	1002		45
46	2193	1232	961		2239	1275	964		2294	1280	1014		46
47	2218	1252	966		2267	1299	968		2324	1305	1019		47
48	2243	1269	974		2295	1318	977		2353	1322	1031		48
49	2267	1289	978		2323	1336	987		2382	1347	1035		49
50	2292	1309	983		2351	1373	978		2412	1368	1044		50
POUNDS	SCALE NO. 17				SCALE NO. 18				SCALE NO. 19				POUNDS

1407(a)

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 17			SCALE NO. 18			SCALE NO. 19			POUNDS
	Rate	Air	REA	Rate	Air	REA	Rate	Air	REA	
51	2312	1324	988	2379	1382	997	2441	1392	1049	51
52	2341	1344	997	2407	1437	970	2470	1413	1057	52
53	2366	1367	999	2435	1426	1009	2500	1436	1064	53
54	2391	1382	1009	2462	1443	1019	2529	1457	1072	54
55	2410	1399	1011	2490	1480	1010	2558	1480	1078	55
56	2437	1418	1019	2518	1482	1036	2588	1495	1093	56
57	2463	1440	1023	2546	1503	1043	2617	1523	1094	57
58	2489	1459	1030	2574	1524	1050	2647	1543	1104	58
59	2516	1476	1040	2602	1551	1051	2676	1565	1111	59
60	2542	1494	1048	2630	1582	1048	2705	1585	1120	60
61	2569	1515	1054	2658	1587	1071	2735	1607	1128	61
62	2595	1539	1056	2685	1607	1078	2764	1626	1138	62
63	2622	1554	1068	2713	1627	1086	2793	1647	1146	63
64	2648	1572	1076	2741	1653	1088	2823	1666	1157	64
65	2675	1593	1082	2769	1685	1084	2852	1687	1165	65
66	2701	1616	1085	2797	1693	1104	2881	1712	1169	66
67	2727	1636	1091	2825	1713	1112	2911	1733	1178	67
68	2754	1653	1101	2853	1729	1124	2940	1751	1189	68
69	2780	1673	1107	2881	1751	1130	2970	1771	1199	69
70	2807	1690	1117	2909	1789	1120	2999	1796	1203	70
71	2833	1709	1124	2936	1796	1140	3028	1816	1212	71
72	2860	1732	1128	2964	1814	1150	3058	1833	1225	72
73	2886	1751	1135	2992	1840	1152	3087	1860	1227	73
74	2913	1767	1146	3020	1858	1162	3116	1877	1239	74
75	2939	1786	1153	3048	1890	1158	3146	1904	1242	75
76	2965	1802	1163	3076	1895	1181	3175	1921	1254	76
77	2992	1827	1165	3104	1920	1184	3204	1940	1264	77
78	3018	1843	1175	3132	1938	1194	3234	1956	1278	78
79	3045	1861	1184	3159	1962	1197	3263	1983	1280	79
80	3071	1884	1187	3187	1995	1192	3292	2006	1286	80
81	3098	1902	1196	3215	1997	1218	3322	2025	1297	81
82	3124	1924	1200	3243	2022	1221	3351	2041	1310	82
83	3150	1942	1208	3271	2039	1232	3381	2067	1314	83
84	3177	1956	1221	3299	2056	1243	3410	2083	1327	84
85	3203	1981	1222	3327	2096	1231	3439	2109	1330	85
86	3230	1996	1234	3355	2098	1257	3469	2124	1345	86
87	3256	2020	1236	3382	2122	1260	3498	2150	1348	87
88	3283	2035	1248	3410	2138	1272	3527	2165	1362	88
89	3309	2051	1258	3438	2163	1275	3557	2191	1366	89
90	3336	2073	1263	3466	2195	1271	3586	2214	1372	90
91	3376	2098	1278	3504	2203	1301	3624	2240	1384	91
92	3416	2127	1289	3542	2236	1306	3662	2264	1398	92
93	3456	2159	1297	3580	2260	1320	3700	2290	1410	93
94	3496	2181	1315	3618	2284	1334	3738	2313	1425	94
95	3536	2214	1322	3656	2326	1330	3776	2339	1437	95
96	3600	2252	1348	3710	2350	1360	3813	2362	1451	96
97	3660	2294	1366	3768	2383	1377	3851	2388	1463	97
98	3720	2332	1308	3910	2417	1393	3889	2421	1468	98
99	3880	2374	1406	3860	2459	1401	3927	2447	1480	99
OVER 100 POUNDS										
100	3845	2414	1431	3915	2502	1413	3965	2470	1495	100
200	3260	2049	1211	3330	2160	1170	3385	2280	1105	200
300	2905	2040	865	2980	2160	820	3030	2280	750	300
POUNDS	SCALE NO. 17			SCALE NO. 18			SCALE NO. 19			POUNDS

APPENDIX "2"

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 20			SCALE NO. 21			SCALE NO. 22			POUNDS
	Rate	Air	REA	Rate	Air	REA	Rate	Air	REA	
1	850	240	610	850	240	610	850	240	610	1
2	850	240	610	850	240	610	850	240	610	2
3	850	240	610	850	240	610	850	240	610	3
4	850	240	610	850	240	610	850	240	610	4
5	850	240	610	850	240	610	850	240	610	5
6	890	240	650	890	240	650	890	240	650	6
7	930	240	690	930	240	690	930	240	690	7
8	970	248	722	970	261	709	970	264	706	8
9	1010	279	731	1010	293	717	1010	297	713	9
10	1050	310	740	1050	326	724	1050	330	720	10
11	1095	341	754	1098	359	739	1101	363	738	11
12	1140	372	768	1146	391	755	1152	396	756	12
13	1186	403	783	1194	424	770	1203	429	774	13
14	1231	434	797	1242	456	786	1254	462	792	14
15	1276	465	811	1290	489	801	1305	495	810	15
16	1321	496	825	1338	522	816	1355	528	827	16
17	1366	527	839	1386	554	832	1406	561	845	17
18	1412	558	854	1434	587	847	1457	594	865	18
19	1457	589	868	1482	619	863	1508	627	881	19
20	1502	620	882	1530	652	878	1559	660	899	20
21	1536	651	885	1566	685	881	1596	693	903	21
22	1570	682	888	1602	717	885	1634	726	908	22
23	1604	713	891	1638	750	888	1671	759	912	23
24	1639	744	895	1674	782	892	1708	792	916	24
25	1673	775	898	1709	815	894	1746	825	921	25
26	1707	806	901	1745	848	897	1783	858	925	26
27	1742	837	905	1781	880	901	1820	891	929	27
28	1776	868	908	1817	913	904	1858	924	934	28
29	1810	899	911	1853	945	908	1895	957	938	29
30	1844	930	914	1888	978	910	1932	990	942	30
31	1879	961	918	1924	1011	913	1973	1016	957	31
32	1913	992	921	1954	1035	919	2005	1042	963	32
33	1947	1023	924	1984	1062	922	2036	1067	969	33
34	1987	1054	933	2014	1085	929	2068	1088	980	34
35	2016	1085	931	2044	1108	936	2099	1124	975	35
36	2046	1102	944	2074	1130	944	2131	1137	994	36
37	2075	1121	954	2104	1155	949	2164	1160	1004	37
38	2105	1148	957	2135	1177	958	2197	1187	1007	38
39	2134	1170	964	2165	1201	964	2230	1210	1020	39
40	2164	1208	956	2195	1222	973	2263	1250	1013	40
41	2194	1214	900	2225	1246	979	2296	1258	1038	41
42	2223	1239	984	2255	1270	985	2329	1280	1049	42
43	2253	1260	993	2285	1290	995	2362	1305	1057	43
44	2282	1280	1002	2315	1317	998	2396	1331	1065	44
45	2312	1319	993	2345	1339	1006	2429	1366	1063	45
46	2342	1325	1017	2375	1357	1018	2462	1376	1086	46
47	2371	1344	1027	2405	1380	1025	2495	1401	1094	47
48	2401	1368	1033	2435	1406	1029	2528	1426	1102	48
49	2430	1392	1038	2465	1427	1038	2561	1450	1111	49
50	2460	1430	1030	2496	1449	1047	2594	1485	1109	50
POUNDS	SCALE NO. 20			SCALE NO. 21			SCALE NO. 22			POUNDS

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 20			SCALE NO. 21			SCALE NO. 22			POUNDS
	Rate	Air	REA	Rate	Air	REA	Rate	Air	REA	
51	2490	1438	1052	2526	1469	1057	2627	1498	1129	51
52	2519	1456	1063	2556	1496	1060	2660	1522	1138	52
53	2549	1479	1070	2586	1521	1065	2694	1545	1149	53
54	2578	1501	1077	2616	1537	1079	2727	1568	1159	54
55	2608	1535	1073	2646	1561	1085	2760	1609	1151	55
56	2638	1546	1092	2676	1582	1094	2793	1614	1179	56
57	2667	1568	1099	2706	1605	1101	2826	1636	1190	57
58	2697	1589	1114	2736	1626	1110	2859	1659	1200	58
59	2726	1605	1121	2766	1649	1117	2892	1687	1205	59
60	2756	1644	1112	2796	1670	1126	2925	1723	1202	60
61	2786	1653	1133	2826	1692	1134	2958	1731	1227	61
62	2815	1674	1141	2856	1719	1137	2992	1760	1232	62
63	2845	1695	1150	2887	1741	1146	3025	1781	1244	63
64	2874	1715	1159	2917	1761	1156	3058	1802	1256	64
65	2904	1749	1155	2947	1783	1164	3091	1838	1253	65
66	2934	1762	1172	2977	1802	1175	3124	1851	1273	66
67	2963	1782	1181	3007	1830	1177	3157	1872	1285	67
68	2993	1802	1191	3037	1849	1188	3190	1900	1290	68
69	3022	1822	1200	3067	1871	1196	3223	1920	1303	69
70	3052	1855	1197	3097	1889	1208	3256	1956	1300	70
71	3082	1867	1215	3127	1910	1217	3290	1968	1322	71
72	3111	1886	1225	3157	1935	1222	3323	1988	1335	72
73	3141	1905	1236	3187	1956	1231	3356	2016	1340	73
74	3170	1931	1239	3217	1981	1236	3389	2035	1354	74
75	3200	1965	1235	3248	2002	1246	3422	2071	1351	75
76	3230	1976	1254	3278	2019	1259	3455	2082	1375	76
77	3259	1994	1265	3308	2047	1261	3488	2101	1387	77
78	3289	2020	1269	3338	2064	1274	3521	2128	1393	78
79	3318	2038	1280	3368	2100	1268	3554	2155	1399	79
80	3348	2072	1276	3398	2108	1290	3588	2182	1406	80
81	3378	2082	1296	3428	2128	1300	3621	2201	1420	81
82	3407	2099	1308	3458	2153	1305	3654	2219	1435	82
83	3437	2117	1320	3488	2180	1308	3687	2237	1450	83
84	3466	2142	1324	3518	2196	1322	3720	2264	1456	84
85	3496	2176	1320	3548	2215	1333	3753	2300	1453	85
86	3526	2184	1342	3578	2239	1339	3786	2308	1478	86
87	3555	2201	1354	3608	2258	1350	3819	2335	1484	87
88	3585	2226	1359	3639	2282	1357	3852	2362	1490	88
89	3614	2252	1362	3669	2300	1369	3885	2379	1506	89
90	3644	2286	1358	3699	2325	1374	3919	2416	1503	90
91	3685	2293	1392	3741	2352	1389	3960	2432	1528	91
92	3726	2328	1398	3783	2386	1397	4000	2459	1541	92
93	3767	2353	1414	3825	2416	1409	4041	2486	1555	93
94	3808	2378	1430	3867	2438	1429	4081	2513	1568	94
95	3850	2423	1427	3910	2475	1435	4122	2560	1562	95
96	3891	2438	1453	3952	2500	1452	4163	2566	1597	96
97	3932	2464	1468	3994	2527	1467	4203	2593	1610	97
98	3973	2499	1474	4050	2562	1488	4244	2620	1624	98
99	4014	2525	1489	4110	2610	1500	4300	2657	1643	99
	OVER 100 POUNDS									
100	4055	2570	1485	4170	2646	1524	4375	2728	1647	100
200	3480	2400	1080	3600	2520	1080	3815	2640	1175	200
300	3120	2400	720	3235	2520	715	3440	2640	800	300
POUNDS	SCALE NO. 20			SCALE NO. 21			SCALE NO. 22			POUNDS

1410(a)

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 23			SCALE NO. 24			SCALE NO. 25			POUNDS
	Rate	Air	REA	Rate	Air	REA	Rate	Air	REA	
1	850	240	610	850	240	610	850	240	610	1
2	850	240	610	850	240	610	850	240	610	2
3	850	240	610	850	240	610	850	240	610	3
4	850	240	610	850	240	610	850	240	610	4
5	850	240	610	850	240	610	850	240	610	5
6	890	240	650	890	240	650	890	240	650	6
7	930	242	688	930	252	678	930	254	676	7
8	970	276	694	970	288	682	970	290	680	8
9	1010	311	699	1010	324	686	1010	327	683	9
10	1050	345	705	1050	360	690	1050	363	687	10
11	1104	380	724	1107	396	711	1110	399	711	11
12	1158	414	744	1163	432	731	1169	436	733	12
13	1211	449	762	1220	468	752	1229	472	757	13
14	1265	483	782	1277	504	773	1288	508	780	14
15	1319	518	801	1334	540	794	1348	545	803	15
16	1373	552	821	1390	576	814	1407	581	826	16
17	1427	587	840	1447	612	835	1467	617	850	17
18	1480	621	859	1504	648	856	1526	653	873	18
19	1534	656	878	1560	684	876	1586	690	896	19
20	1588	690	898	1617	720	897	1645	726	919	20
21	1627	725	902	1657	756	901	1687	762	925	21
22	1666	759	907	1697	792	905	1729	799	930	22
23	1704	794	910	1738	828	910	1771	835	936	23
24	1743	828	915	1778	864	914	1813	871	942	24
25	1782	863	919	1818	900	918	1850	908	942	25
26	1821	897	924	1859	936	923	1882	944	938	26
27	1860	932	928	1899	966	933	1917	980	937	27
28	1899	966	933	1935	1001	934	1956	1012	944	28
29	1938	995	943	1965	1016	949	1994	1042	952	29
30	1976	1021	955	2000	1055	945	2033	1080	953	30
31	2003	1046	957	2030	1068	962	2072	1098	974	31
32	2036	1067	969	2066	1098	968	2110	1128	982	32
33	2069	1094	975	2102	1125	977	2149	1156	993	33
34	2104	1118	986	2137	1151	986	2188	1186	1002	34
35	2138	1145	993	2173	1189	984	2226	1226	1000	35
36	2173	1172	1001	2209	1201	1008	2265	1242	1023	36
37	2208	1197	1011	2245	1230	1015	2304	1269	1035	37
38	2243	1224	1019	2281	1254	1027	2342	1297	1045	38
39	2277	1248	1029	2316	1282	1034	2381	1327	1054	39
40	2312	1274	1038	2352	1320	1032	2420	1365	1055	40
41	2347	1303	1044	2388	1333	1055	2458	1380	1078	41
42	2382	1323	1059	2424	1361	1063	2497	1412	1085	42
43	2417	1351	1066	2460	1388	1072	2536	1442	1094	43
44	2451	1376	1075	2495	1410	1085	2574	1469	1105	44
45	2486	1404	1082	2531	1453	1078	2613	1509	1104	45
46	2521	1423	1098	2561	1463	1098	2652	1524	1128	46
47	2556	1450	1106	2603	1489	1114	2690	1552	1138	47
48	2591	1474	1117	2639	1515	1124	2729	1578	1151	48
49	2625	1500	1125	2674	1541	1133	2768	1606	1162	49
50	2660	1524	1136	2710	1578	1132	2806	1644	1162	50
POUNDS	SCALE NO. 23			SCALE NO. 24			SCALE NO. 25			POUNDS

1411(a)

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 23 Rate	Air	REA	SCALE NO. 24 Rate	Air	REA	SCALE NO. 25 Rate	Air	REA	POUNDS
51	2695	1550	1145	2746	1591	1155	2845	1665	1180	51
52	2730	1573	1157	2782	1616	1166	2884	1690	1194	52
53	2765	1604	1161	2818	1647	1171	2922	1717	1205	53
54	2799	1627	1172	2853	1672	1181	2961	1748	1231	54
55	2834	1652	1182	2889	1709	1180	3000	1789	1211	55
56	2869	1674	1195	2925	1720	1205	3030	1799	1239	56
57	2904	1699	1205	2961	1744	1217	3077	1825	1252	57
58	2938	1728	1210	2997	1775	1222	3116	1856	1260	58
59	2973	1752	1221	3032	1798	1234	3154	1882	1272	59
60	3008	1773	1235	3068	1836	1232	3193	1920	1273	60
61	3043	1797	1246	3104	1845	1259	3232	1938	1294	61
62	3078	1818	1260	3140	1875	1265	3270	1961	1309	62
63	3112	1849	1263	3176	1898	1278	3309	1994	1315	63
64	3147	1869	1278	3211	1928	1283	3348	2024	1324	64
65	3182	1900	1282	3247	1966	1281	3386	2065	1321	65
66	3217	1920	1297	3283	1972	1311	3425	2071	1354	66
67	3252	1943	1309	3319	2002	1317	3464	2103	1361	67
68	3286	1971	1315	3355	2024	1331	3502	2134	1368	68
69	3321	1993	1328	3390	2053	1337	3541	2158	1383	69
70	3356	2021	1335	3426	2092	1334	3580	2196	1384	70
71	3391	2043	1348	3462	2104	1358	3618	2211	1407	71
72	3426	2070	1356	3498	2125	1373	3657	2241	1416	72
73	3460	2092	1368	3534	2155	1379	3696	2273	1423	73
74	3495	2110	1385	3569	2176	1393	3734	2294	1440	74
75	3530	2140	1390	3605	2214	1391	3773	2336	1437	75
76	3565	2168	1397	3641	2234	1407	3812	2347	1465	76
77	3600	2188	1412	3677	2255	1422	3851	2379	1472	77
78	3634	2216	1418	3713	2284	1429	3889	2408	1481	78
79	3669	2236	1433	3748	2304	1444	3928	2430	1498	79
80	3704	2263	1441	3784	2342	1442	3967	2470	1497	80
81	3739	2283	1456	3820	2352	1468	4005	2482	1523	81
82	3773	2310	1463	3856	2381	1475	4044	2511	1533	82
83	3808	2340	1468	3892	2400	1492	4083	2543	1540	83
84	3843	2357	1486	3927	2429	1498	4121	2562	1559	84
85	3878	2386	1492	3963	2468	1495	4160	2604	1556	85
86	3913	2413	1500	3999	2477	1522	4199	2623	1576	86
87	3947	2432	1515	4035	2506	1529	4237	2655	1582	87
88	3982	2459	1523	4071	2534	1537	4276	2673	1603	88
89	4017	2478	1539	4106	2563	1543	4315	2705	1610	89
90	4052	2505	1547	4142	2592	1550	4353	2745	1609	90
91	4098	2534	1564	4190	2621	1569	4392	2754	1638	91
92	4145	2571	1574	4238	2650	1588	4431	2793	1638	92
93	4191	2600	1591	4285	2678	1607	4469	2814	1655	93
94	4237	2627	1610	4333	2707	1626	4508	2844	1664	94
95	4284	2667	1617	4381	2736	1645	4547	2875	1672	95
96	4330	2694	1636	4429	2765	1664	4585	2892	1693	96
97	4376	2723	1653	4477	2794	1683	4624	2923	1701	97
98	4422	2761	1661	4524	2822	1702	4663	2952	1711	98
99	4469	2791	1678	4572	2851	1721	4701	2971	1730	99
OVER 100 POUNDS										
100	4515	2818	2697	4620	2880	1740	4740	3013	1727	100
200	3950	2760	1190	4115	2880	1235	4190	3000	1190	200
300	3580	2760	820	3685	2880	805	3800	3000	900	300
POUNDS	SCALE NO. 23			SCALE NO. 24			SCALE NO. 25			POUNDS

1412(a)

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 26			SCALE NO. 27			SCALE NO. 28			POUNDS
	Rate	Air	REA	Rate	Air	REA	Rate	Air	REA	
1	850	240	610	850	240	610	850	240	610	1
2	850	240	610	850	240	610	850	240	610	2
3	850	240	610	850	240	610	850	240	610	3
4	850	240	610	850	240	610	850	240	610	4
5	850	240	610	850	240	610	850	240	610	5
6	890	240	650	890	240	650	890	240	650	6
7	930	264	666	930	274	656	930	274	656	7
8	970	302	668	970	314	656	970	314	656	8
9	1010	339	671	1010	353	657	1010	353	657	9
10	1050	377	673	1050	392	658	1050	392	658	10
11	1114	415	699	1116	431	685	1118	431	687	11
12	1178	452	726	1183	470	713	1186	470	716	12
13	1241	490	751	1249	510	739	1255	510	745	13
14	1305	528	777	1315	549	766	1323	549	774	14
15	1369	566	803	1382	588	794	1391	588	803	15
16	1433	603	830	1448	627	821	1459	627	832	16
17	1497	641	856	1514	666	848	1527	666	861	17
18	1560	679	881	1580	706	874	1596	706	890	18
19	1624	716	908	1647	745	902	1664	745	919	19
20	1688	754	934	1713	784	929	1732	784	948	20
21	1725	792	933	1752	823	929	1778	823	955	21
22	1762	829	933	1791	862	929	1820	862	958	22
23	1799	867	932	1830	902	928	1862	902	960	23
24	1835	905	930	1870	941	929	1904	941	963	24
25	1872	943	929	1909	980	929	1945	985	960	25
26	1905	980	925	1944	1019	925	1983	1019	964	26
27	1942	1018	924	1983	1058	925	2025	1058	967	27
28	1978	1056	922	2022	1098	924	2066	1098	968	28
29	2015	1093	922	2062	1136	926	2108	1137	971	29
30	2052	1131	921	2101	1176	925	2150	1176	974	30
31	2092	1153	939	2134	1215	919	2185	1215	970	31
32	2133	1186	947	2173	1254	919	2227	1254	973	32
33	2173	1204	969	2214	1290	924	2269	1294	975	33
34	2214	1246	968	2255	1317	938	2310	1333	977	34
35	2254	1292	962	2296	1367	929	2357	1372	985	35
36	2294	1310	984	2337	1385	952	2399	1411	988	36
37	2335	1337	998	2378	1415	963	2445	1450	995	37
38	2375	1368	1007	2418	1447	971	2492	1490	1002	38
39	2416	1399	1017	2459	1481	978	2534	1529	1005	39
40	2456	1446	1010	2500	1528	972	2580	1568	1012	40
41	2496	1460	1036	2541	1546	995	2621	1590	1031	41
42	2537	1491	1046	2582	1576	1006	2662	1629	1033	42
43	2577	1520	1057	2623	1609	1014	2702	1662	1040	43
44	2618	1550	1068	2664	1645	1019	2743	1688	1055	44
45	2658	1597	1061	2705	1690	1015	2784	1739	1045	45
46	2698	1609	1089	2746	1702	1044	2825	1752	1073	46
47	2739	1644	1095	2787	1734	1053	2866	1790	1076	47
48	2779	1672	1107	2828	1769	1059	2907	1814	1093	48
49	2820	1701	1119	2868	1801	1067	2947	1852	1095	49
50	2860	1749	1111	2909	1843	1066	2988	1897	1091	50
POUNDS	SCALE NO. 26			SCALE NO. 27			SCALE NO. 28			POUNDS

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

POUNDS	SCALE NO. 26			SCALE NO. 27			SCALE NO. 28			POUNDS
	Rate	Air	REA	Rate	Air	REA	Rate	Air	REA	
51	2900	1764	1136	2950	1860	1090	3029	1914	1115	51
52	2941	1791	1150	2991	1888	1103	3070	1944	1126	52
53	2981	1819	1162	3032	1923	1109	3111	1974	1137	53
54	3022	1853	1169	3073	1961	1112	3152	2011	1141	54
55	3062	1895	1167	3114	2006	1108	3192	2056	1136	55
56	3102	1915	1187	3155	2019	1136	3233	2070	1163	56
57	3143	1941	1202	3196	2048	1148	3274	2099	1175	57
58	3183	1975	1208	3237	2083	1154	3315	2136	1179	58
59	3224	2002	1222	3278	2112	1166	3356	2164	1192	59
60	3264	2044	1220	3318	2163	1155	3397	2209	1188	60
61	3304	2062	1242	3359	2175	1184	3437	2229	1208	61
62	3345	2088	1257	3400	2210	1190	3478	2257	1221	62
63	3385	2121	1264	3441	2238	1203	3519	2293	1226	63
64	3426	2147	1279	3482	2272	1210	3560	2321	1239	64
65	3466	2197	1269	3523	2318	1205	3601	2366	1235	65
66	3506	2213	1293	3564	2334	1230	3642	2384	1258	66
67	3547	2233	1314	3605	2362	1243	3682	2420	1262	67
68	3587	2272	1315	3646	2387	1259	3723	2447	1276	68
69	3628	2297	1331	3687	2423	1264	3764	2483	1281	69
70	3668	2339	1329	3728	2476	1252	3805	2528	1277	70
71	3708	2354	1354	3768	2493	1275	3846	2545	1301	71
72	3749	2387	1362	3809	2517	1292	3887	2570	1317	72
73	3789	2420	1369	3850	2554	1296	3927	2596	1331	73
74	3830	2443	1387	3891	2577	1314	3968	2631	1337	74
75	3870	2486	1384	3932	2634	1298	4009	2678	1331	75
76	3910	2510	1400	3973	2647	1326	4050	2703	1347	76
77	3951	2533	1418	4014	2673	1341	4091	2727	1364	77
78	3991	2565	1426	4055	2706	1349	4132	2763	1369	78
79	4032	2598	1434	4096	2732	1364	4172	2787	1385	79
80	4072	2642	1430	4137	2786	1351	4213	2834	1379	80
81	4112	2654	1458	4178	2801	1377	4254	2846	1408	81
82	4153	2686	1467	4219	2834	1385	4295	2881	1414	82
83	4193	2708	1485	4259	2859	1400	4336	2917	1419	83
84	4234	2741	1493	4300	2892	1408	4377	2952	1425	84
85	4274	2785	1489	4341	2939	1402	4417	2987	1430	85
86	4314	2806	1508	4382	2949	1433	4458	3010	1448	86
87	4355	2828	1527	4423	2985	1438	4499	3045	1454	87
88	4395	2860	1535	4464	3018	1446	4540	3068	1472	88
89	4436	2893	1543	4505	3053	1452	4581	3103	1478	89
90	4476	2937	1539	4546	3098	1448	4622	3150	1472	90
91	4516	2946	1570	4587	3109	1478	4662	3160	1502	91
92	4557	2978	1579	4628	3142	1486	4703	3194	1509	92
93	4597	3010	1587	4669	3178	1491	4744	3229	1515	93
94	4638	3043	1595	4709	3198	1511	4785	3264	1521	94
95	4678	3075	1603	4750	3246	1504	4826	3298	1538	95
96	4718	3095	1623	4791	3266	1525	4866	3320	1546	96
97	4759	3127	1632	4832	3301	1531	4907	3349	1558	97
98	4799	3160	1639	4873	3321	1552	4948	3370	1578	98
99	4840	3179	1661	4914	3356	1558	4989	3405	1584	99
OVER 100 POUNDS										
100	4880	3224	1656	4955	3402	1553	5030	3444	1586	100
200	4335	3120	1215	4560	3240	1320	4840	3360	1480	200
300	3940	3120	820	4175	3240	935	4410	3360	1010	300
POUNDS	SCALE NO. 26			SCALE NO. 27			SCALE NO. 28			POUNDS

APPENDIX "2"

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

	SCALE NO. 29		
POUNDS	Rate	Air	REA
1	850	240	610
2	850	240	610
3	850	240	610
4	850	240	610
5	850	240	610
6	890	244	646
7	930	284	646
8	970	325	645
9	1010	365	645
10	1050	406	644
11	1121	447	674
12	1192	487	705
13	1263	528	735
14	1334	568	766
15	1405	609	796
16	1476	650	826
17	1547	690	857
18	1618	730	888
19	1689	771	918
20	1760	812	948
21	1804	853	951
22	1848	893	955
23	1892	934	958
24	1936	974	962
25	1980	1015	965
26	2020	1056	964
27	2064	1096	968
28	2108	1137	971
29	2152	1177	975
30	2196	1218	978
31	2234	1259	975
32	2278	1299	979
33	2322	1340	982
34	2371	1380	991
35	2420	1421	999
36	2464	1462	1002
37	2513	1502	1011
38	2562	1543	1019
39	2606	1583	1023
40	2655	1624	1031
41	2699	1665	1034
42	2748	1705	1043
43	2797	1746	1051
44	2841	1786	1055
45	2890	1827	1063
46	2929	1868	1061
47	2978	1908	1070
48	3027	1949	1078
49	3071	1989	1082
50	3120	2030	1090

POUNDS	SCALE NO. 29

AUGUST 20, 1970

Rate = Air Express Charges
Air = Airline Share of Revenue
REA = REA Share of Revenue

	SCALE NO. 29		
POUNDS	Rate	Air	REA
51	3160	2065	1095
52	3199	2096	1103
53	3239	2130	1109
54	3278	2161	1117
55	3318	2210	1108
56	3358	2225	1133
57	3397	2258	1139
58	3437	2296	1141
59	3476	2328	1148
60	3516	2375	1141
61	3556	2390	1166
62	3595	2418	1177
63	3635	2450	1185
64	3674	2478	1196
65	3714	2537	1177
66	3754	2546	1208
67	3793	2576	1217
68	3833	2613	1220
69	3872	2643	1229
70	3912	2690	1222
71	3952	2709	1243
72	3991	2735	1256
73	4031	2775	1256
74	4070	2833	1237
75	4110	2851	1259
76	4150	2865	1285
77	4189	2893	1296
78	4229	2929	1300
79	4268	2957	1311
80	4308	3004	1304
81	4348	3020	1328
82	4387	3056	1331
83	4427	3057	1370
84	4466	3118	1348
85	4506	3156	1350
86	4546	3180	1366
87	4585	3218	1367
88	4625	3241	1384
89	4664	3279	1385
90	4704	3315	1389
91	4744	3340	1404
92	4783	3362	1421
93	4823	3399	1424
94	4862	3421	1441
95	4902	3473	1429
96	4942	3494	1448
97	4981	3518	1463
98	5021	3553	1468
99	5060	3590	1470
	OVER 100 POUNDS		
100	5100	3640	1460
200	4885	3480	1405
300	4510	3480	1030
POUNDS	SCALE NO. 29		

AMENDMENT TO AIR EXPRESS AGREEMENT
BETWEEN REA EXPRESS AND CERTAIN
AIR CARRIERS

AGREEMENT C.A.B. NO. 17935

The present first sentence of Article XIII of said Agreement, which reads as follows:

> "This Agreement shall become effective on August 1, 1964, and shall terminate as of midnight December 31, 1972".

shall be revised to read as follows:

> "This Agreement, as amended (including rates and divisions now in effect or hereafter established under Article VI hereof), shall terminate six months after the decision of the Civil Aeronautics Board in either Docket 22387 or Docket 22388 has become final, provided, however, that neither of such decisions shall be deemed final until all court appeals therefrom, if any, have been completed, provided further, that if the Civil Aeronautics Board does not permit continuation of this Agreement (including rates and divisions now in effect or hereafter established under Article VI hereof) for said six months period, this Agreement as amended (including rates and divisions now in effect or hereafter established under Article VI hereof) shall terminate at the end of such shorter period as the Civil Aeronautics Board shall specify, and provided further, that extension of this Agreement shall not prejudice whatever rights, if any, REA may have in Docket 22387 for the adjustment of the divisions retroactively and for such six month or shorter period."

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the the 15th day of December 1972.

Attest:

REA EXPRESS

By Tom Kole
Tom Kole, President

Attest:

For and on behalf of the Air Carriers parties to Agreement C.A.B. No. 12866

By Paul R. Ignatius
Paul R. Ignatius, President
Air Transport Association of America

AMENDMENT TO AGREEMENT C/A NO. 17935

BETWEEN REA EXPRESS, INC., AND

CERTAIN AIR CARRIERS

Whereas, in accordance with the provisions of Agreement C.A.B. No. 17935, as amended (hereinafter referred to as the Agreement) REA Express, Inc. (REA) and the airline parties to the Agreement (Airlines) desire to make certain amendments therein;

NOW, THEREFORE, in consideration of the mutual covenants herein contained and other good and valuable consideration, REA and the Airlines, as parties hereto, do hereby amend said Agreement as follows:

(1) The provisions of paragraphs A.4. and B of Article VII of the Agreement are hereby amended to provide for payment by REA to the Airlines of their share of Air Express revenues in accordance with the terms and conditions hereinafter set forth.

(2) Each week REA shall pay in advance to the Airlines their estimated share of Air Express revenues to be earned during such week. The payment shall be made on the dates set forth in Appendix A hereto in the amounts set forth in Column A of said Appendix A opposite those dates. Over or under estimates shall be adjusted between the parties for each week as promptly as possible after receipt by REA of actual traffic statistics for said week; and settlement of the adjustment shall be made at the time of the next weekly advance payment to the Airlines, by payment of said adjustment by REA in the event of underestimate, and by credit of said adjustment to REA in the event of overestimate.

(3) REA will pay to the Airlines, in accordance with the schedule hereinafter provided, the total amount of $7,000,000.00 together with interest at the annual rate of 9-1/2% from January 1, 1974, on the unpaid balance thereof in excess of $3,750,000.00. Payment of the foregoing shall be made in the amounts stated in Column B of

Appendix A hereto on the dates opposite those amounts, and the remaining balance of approximately $3,500,000.00 shall be paid in accordance with paragraph (6) hereof.

(4) Payments by REA to the Airlines of the amounts specified in paragraphs (2) and (3) above shall be made to George Buchanan as Agent and Attorney-in-fact of the Airlines. REA may make the said payment by certified check delivered to Mr. Buchanan at Washington, D.C., or it may make such payment by check drawn on the Irving Trust Co., Third Avenue & 42nd Street, New York, New York, and delivered to such person in New York City as Mr. Buchanan shall from time to time designate in writing to REA, or delivered by such other method as may be agreed upon by Mr. Buchanan and REA. In the event of the absence or disability of Mr. Buchanan, his alternate for the purposes herein stated shall be designated by the President of the Air Transport Association.

(5) REA will continue to compute on a monthly basis the percentage distributive share of each Airline in the Air Express revenues earned by the Airlines collectively, as heretofore computed by REA for the purposes of paragraph B of Article VII of the Agreement, and will furnish Mr. Buchanan with those statistics promptly upon their completion for the purpose of enabling Mr. Buchanan to make distribution to the Airlines of their respective shares thereof.

(6) This amendment to the Agreement shall terminate when all payments specified in Column B and C of Appendix A have been made. The accounting and settlement between the parties shall then revert to Article VII of the Agreement as it existed prior to this Amendment; and the remaining balance of the said debt shall be paid by REA in accordance with the schedule provided in the unamended Article VII of the Agreement for payment of estimated Air Express revenues earned by the Airlines during the month immediately preceding the termination date of this amendment, except that the distribution between the Airlines shall be determined in accordance with the traffic period to which such

deferred payment in fact applies:

(7) The Airlines' obligation to provide service under the Agreement shall be immediately terminated and the entire amount of the unpaid balance of the amount specified in paragraph (3) plus accrued interest and all accruals of the Airlines' share of Air Express revenues earned and any deferred items payable to the Airlines and not covered by the debt specified in paragraph (3) shall become due and payable in full, on the date of any one of the following occurrences:

(a) Default by REA in making any payment due the Airlines under the provisions of paragraphs (2) or (3) above;

(b) The making by REA of assignment for benefit of creditors, or the adjudication of REA as bankrupt, or the appointment for REA of a trustee or receiver for its business and affairs because of insolvency, or a voluntary receivership or cessation of business by REA.

(8) REA hereby concurs in the filing of this Agreement with the Civil Aeronautics Board pursuant to the provisions of Section 412 of the Federal Aviation Act of 1958.

(9) This amendment shall be effective as of November 30, 1973.

IN WITNESS WHEREOF, the parties have caused this amendment to the Agreement to be executed this 24 day of January, 1974.

REA EXPRESS, INC.

Attest: _____

By _____

FOR AND ON BEHALF OF THE AIRLINES PARTIES TO AGREEMENT C.A.B. NO. 17935

Attest: _____

By George A. Buchanan

1421(a)
APPENDIX A

Date	(A) Advance Payments	(B) Principal Payments	(C) Interest Payments
12/31/73	$800,000		
1/7/74	800,000		
1/14/74	800,000		
1/21/74	800,000		
1/28/74	800,000	$583,000	$69,274
2/4/74	800,000		
2/11/74	800,000		
2/18/74	800,000		
2/25/74	800,000	583,000	36,947
3/4/74	800,000		
3/11/74	800,000		
3/18/74	800,000		
3/25/74	800,000	583,000	32,331
4/1/74	800,000		
4/8/74	800,000		
4/15/74	800,000		
4/22/74	800,000		
4/29/74	800,000	583,000	27,716
5/6/74	800,000		
5/13/74	800,000		
5/20/74	800,000		
5/27/74	800,000	583,000	23,101
6/3/74	800,000		
6/10/74	800,000		
6/17/74	800,000		
6/24/74	800,000	583,000	18,485
7/1/74	800,000		
7/8/74	800,000		
7/15/74	800,000		
7/22/74	800,000		
7/29/74	800,000	583,000	13,870
8/5/74	800,000		
8/12/74	800,000		
8/19/74	800,000		
8/26/74	800,000	583,000	9,255
9/2/74	800,000		
9/9/74	800,000		
9/16/74	800,000		
9/23/74	800,000		
9/30/74	800,000	583,000	4,639
10/7/74	800,000		
10/14/74	800,000		
10/21/74	800,000		
10/28/74	800,000	583,000	24

Attest:

REA EXPRESS, INC.

By _____

Attest:

FOR AND ON BEHALF OF THE AIRLINES PARTIES TO AGREEMENT C.A.B. NO. 17935

By George N. Buchanan

APPENDIX A - Page 2

Date	(A) Advance Payments	(B) Principal Payments	(C) Interest Payments
11/4/74	$800,000		
11/11/74	800,000		
11/18/74	800,000		
11/25/74	800,000	$583,000	
12/2/74	800,000		-0-
12/9/74	800,000		
12/16/74	800,000		
12/23/74	800,000		
12/30/74	800,000	587,000	-0-

NOTES:

1. The payment on 2/[illegible]/74 includes $27,708 as interest on $3,500,000 for the month December, 1973. Thereafter, the payments are calculated on the total amount of $7,000,000 from January 1, 1974 with interest on the unpaid balance in excess of $1,750,000.

2. The obligation to make the "Advance Payments" shown in Colum (A) above will terminate upon (a) the discontinuation of Air Express operations (see C.A.B. Docket No. 22389), or (b) the completion of the payments shown in Colum (B) and (C) above, whichever shall first occur. If Air Express operations should terminate before the payments in Colum (B) are completed, the remaining balance of approximately $3,500,000 referred to in paragraph (3) above will be paid in equal amounts on the dates then remaining for Principal Payments in Colum (B) above with interest at the annual rate of 9-1/2% on the unpaid balance.

3. This agreement shall be without prejudice to the rights of any party as a result of the final decision in the cases pending in Dockets 22387 and 22388 before the Civil Aeronautics Board.

4. All revenue and interest payment figures in this agreement are subject to adjustment to show actual revenue and interest payment figures due the airlines when final accounting has been made.

Attest:

REA EXPRESS, INC.

By

Attest:

FOR AND ON BEHALF OF THE AIRLINES PARTIES TO AGREEMENT C.A.B. NO. 17935

By

ONLY COPY AVAILABLE

Express Service
Investigation
CAB Docket 22388

1423(a)

Exhibit PA-IR-802

(Updated to Present)

AGREEMENT
AMONG
CERTAIN AIR CARRIERS
RELATING TO
AIR EXPRESS SERVICE

1424(a)

AGREEMENT

AMONG

CERTAIN AIR CARRIERS

RELATING TO

AIR EXPRESS SERVICE

(As Amended Through ~~Fourth~~ Sixth Amendment)



AGREEMENT C. A. B. NO. 12866

ADOPTED APRIL 21, 1959

AGREEMENT
AMONG CERTAIN AIR CARRIERS
RELATING TO
AIR EXPRESS SERVICE

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AGREEMENT
AMONG CERTAIN AIR CARRIERS
RELATING TO AIR EXPRESS SERVICE

WHEREAS, the parties are United States Air Carriers authorized by certificates of public convenience and necessity and air carriers holding foreign air carrier permits issued pursuant to the Civil Aeronautics Act of 1938, as amended, or the Federal Aviation Act of 1958, to engage directly in the transportation of property between specifically named points in the United States, or between a specifically named point in the United States and a specifically named point in Canada or Puerto Rico; and

WHEREAS, for many years the air carriers have coordinated their services to provide a nationwide integrated operation known as "air express" for the expedited priority handling of shipments, and the need of the public for a continuation of that type of service appears to exist; and

WHEREAS, the parties desire to provide the necessary inter-carrier relationships prerequisite to the continuation of such a coordinated nationwide service;

NOW THEREFORE, for and in consideration of the mutual convenants hereinafter contained, the parties hereto agree as follows:

I. DEFINITION OF AIR EXPRESS

The term "air express", as used in this Agreement, shall mean a service by the parties, rendered pursuant to an Air Express tariff, providing for air transportation of property between points in the United States or between a point in the United States and a point in Canada or Puerto Rico, and providing for expedited ground handling and priority of space on aircraft for a normal amount of such property, after airmail, passengers, and baggage.

II. SERVICES AND FACILITIES

Each of the parties hereto agrees to provide the services and facilities for the transportation of air express over their routes. Such services and facilities shall include but not be limited to:

(a) aircraft and ground handling facilities and equipment for loading and unloading aircraft and for transferring traffic between aircraft and Air Express dock;

(b) the maintenance of mutually satisfactory arrangements with the other parties hereto (and with other carriers of property) for the handling, pickup, delivery, and transfer of shipments of Air Express;

(c) the publication of and participation in uniform Air Express rates, rules, and regulations as developed by the Air Express Committee;

(d) the consultation and cooperation with the other parties hereto in effecting, maintaining and improving such Air Express transportation.

III. AIR EXPRESS COMMITTEE

A. ORGANIZATION

A committee to be known as the "Air Express Committee" is hereby created. The Air Express Committee (hereinafter referred to as the "Committee") shall be composed of one representative of each party to this Agreement. No person shall be entitled to serve as a member of the Committee for any purpose or in any manner unless he has been designated (by letter, proxy, or other written instrument, signed by a qualified official of a party to this Agreement and filed with the Secretary of the Committee) as the person authorized to represent the party on the Committee. A person may be so designated for a specified or for an indefinite period of time, and the designation may be absolute or conditioned upon the absence, or inability to act, of another person so designated.

The Committee shall elect a non-voting Secretary, not an employee of any party, to handle the secretarial and administrative details of the Committee, and to serve until his successor is elected and takes office.

The organization of the Committee, its rules or procedure, and other details of its operation not set forth herein shall be determined from time to time by the Committee; provided, however, that all notices of meetings of the Committee must specify the agenda of the meeting and no other matter shall be considered thereat without the unanimous consent of all members of the Committee; and provided further that, except as otherwise provided herein, the action taken at any meeting by the members having three-fourths of the voting power, as hereinafter determined, of the Committee shall constitute the action of the Committee and be binding upon the parties with respect to any matters within the jurisdiction of the Committee, unless the Committee shall decide that with respect to any particular action a larger vote shall be required.

Beginning with the effective date of this Agreement, the voting power of the representative of each party on the Committee, except as otherwise provided herein, shall be determined by the Secretary of the Committee as follows:

The percentage of ton miles of Air Express carried by each party during the period from January 1 to June 30, inclusive of the preceding year with respect to the total ton miles of Air Express carried during such period by all parties to this agreement shall be added to the percentage of the Air Express route miles of said party on the last day of such period, with respect to the aggregate Air Express route miles of all parties on that day, and the total of such percentages shall be divided by two. The quotient shall represent the percentage of total voting power which the representative of such party shall have on the Committee until revised as hereinafter provided.

On each January 1 and July 1 thereafter, the voting power of each party on the Committee shall be revised in accordance with the above formula but determined on the basis of ton miles of Air Express carried for the corresponding six months' period of the preceding year, and the Air Express route miles on the last day of such period.

The route mileage to be used for the purpose of determining the voting power of any party on the Committee shall be the sum of the total route mileages used by the Civil Aeronautics Board.

With respect to matters within the jurisdiction of the Committee under Section IV hereof (Distribution of Net Air Express Revenue), each member of the Committee shall have one vote; and a majority vote of the members of the Committee shall constitute the action of the Committee and shall be binding upon all parties hereto.

B. SCOPE AND FUNCTIONS OF THE AIR EXPRESS COMMITTEE

The jurisdiction and functions of the Air Express Committee shall include among other things:

1. Advising the Air Express Negotiating Committee as to the terms and conditions to be contained in any contract or contracts, or any amendment, alteration, modification or cancellation thereof, relating to the ground services for and administration of the Air Express service;

2. Establishing rules and procedures for the routing and division of traffic, as provided in Article V hereof;

3. Establishing procedures applicable to the distribution of net Air Express revenue, as provided in Article IV hereof;

4. Authorizing and supervising advertising, solicitation, and sales promotion, including expenditures therefor;

5. Establishing, or providing for the establishment of, uniform rates and charges, rules and regulations, and insurance coverage, applicable to, and procedures for the handling of, Air Express, including all matters relating to accounting in connection therewith;

6. Arranging for the preparation, publication, issuance and maintenance of consolidated Air Express tariffs;

7. Performing such other functions as may be required to carry out the purpose and intent of this Agreement.

IV. DISTRIBUTION OF NET AIR EXPRESS REVENUE

"Net Air Express Revenue" is hereby defined as the gross Air Express revenue (i.e., the total revenue collected from the public for Air Express service) less all costs of providing Air Express service other than the costs to the parties of the services which they perform in connection with Air Express service.

Net Air Express revenue shall be distributed monthly among the parties hereto in accordance with the following provisions:

(a) The distribution of net Air Express revenue (unless and until changed in accordance with sub-paragraph (b) hereof) shall be made in accordance with the method of distribution employed under the Uniform Air Express Agreement between each of the parties hereto and the Railway Express Agency dated August 1, 1954, as such method exists on the termination date of said Agreement, which method is set forth in Exhibit A attached hereto and made a part hereof.

(b) The Air Express Committee is authorized to review, from time to time, the method employed to distribute net Air Express revenue and to change such method in the interest of equity, efficiency, and economy.

(c) With respect to shipments moving over the lines of two or more parties hereto, in establishing the method for distributing net Air Express revenue, the Air Express Committee shall include an apportionment to the originating and terminating parties of not less to each than 15% of the gross Air Express revenue therefrom, and shall observe uniformity of mileage as between the same points served by each party hereto.

(d) When additional carriers become parties to this Agreement, the Air Express Committee may make reasonable estimates of the distributive shares which may be anticipated to be payable to such parties and tentative payment may be made of 90% of the amount so estimated. Any such tentative payments shall be finally adjusted upon the basis of such parties' distributive shares as determined under the distribution method then in effect.

V. ROUTING AND DIVISION OF TRAFFIC

Air Express traffic shall be routed in the manner which will provide the public with the most expeditious, economical and efficient Air Express service possible. Consistent with this objective, the contract or contracts contemplated by section VI of this Agreement shall provide that the person or persons having responsibility for routing Air Express traffic shall use his or their best efforts to divide Air Express traffic equally between competitive flights of the parties hereto, giving due consideration to the reliability of such flights and the cargo space in aircraft. The term "competitive flights" shall be defined and interpreted by the Air Express Committee.

The aforementioned contract or contracts shall further provide that adequate records and statistics relating to the division of traffic shall be kept by the person or persons responsible for the routing of Air Express traffic and such records and statistics shall be subject to inspection by and on behalf of any party thereto at any time.

VI. CONTRACTING FOR ADMINISTRATIVE AND GROUND SERVICES

An Air Express Negotiating Committee, comprised of five representatives (two from the local service and/or helicopter operators and three from

the other parties) shall be elected by the parties hereto through the action of the chief executive officers of the parties at a meeting called for such purpose or by a mail vote. Each party shall have an equal vote in said election, and a majority vote by all parties hereto shall be required for the election of each such committee member. The said Committee is hereby authorized by each party hereto to negotiate for and on behalf of each party, with the Railway Express Agency, Inc. (or with such other organization or person as each party hereto shall specifically authorize in writing) a contract or contracts, and any amendment, alteration, modification, or cancellation thereof, relating to the ground services for an administration of the Air Express service, including the following:

(a) ground services incidental to Air Express service, including acceptance, pickup, delivery, and transfer, terminal, routing and forwarding services;

(b) accounting, billing, collecting, handling, tracing and claim settling for Air Express;

(c) dividing and distributing net Air Express revenue among the parties hereto in accordance with the provisions set forth in Section IV hereof;

(d) indemnifying the air carrier parties hereto against any and all claims on account of loss or damage of or delay to Air Express.

(e) such other services as the Air Express Committee shall from time to time direct.

Each of the parties hereto hereby authorizes the President or Vice President Traffic of the Air Transport Association of America, acting for and on behalf of the parties hereto, to execute the contract or contracts, or any amendment, alteration, modification or cancellation thereof, negotiated by the Air Express Negotiating Committee, as hereinabove provided.

VII. AMENDMENTS

This Agreement may be amended by the affirmative vote of ninety percent of the parties signatory hereto, and such amendment shall be binding upon all parties hereto.

VIII. PARTIES

Any United States air carrier authorized by a certificate of public convenience and necessity and any air carrier authorized by a foreign air carrier permit issued pursuant to the Civil Aeronautics Act of 1938, as amended, or the Federal Aviation Act of 1958, to engage as a direct air carrier in the transportation of property by air between specifically named points in the United States, or between a specifically named point in the United States and a specifically named point in Canada or Puerto Rico, may become a party hereto by executing a counterpart of this Agreement and depositing it with the President of the Air Transport Association of America.

IX. SUCCESSORS AND ASSIGNS

This Agreement, and all of the benefits and obligations thereof, shall inure to and be binding upon the successors and assigns of the parties hereto.

X. EXECUTION

This Agreement may be executed in any number of counterparts, the originals of which shall be deposited with the President of the Air Transport Association of America. All such counterparts, taken together, shall constitute one original instrument.

XI. EFFECTIVE DATE

Upon the execution and depositing of counterparts hereof, as provided in Section X, by twenty-five air carriers, the President of the Air Transport Association of America, on behalf of all such parties, shall file this Agreement with the Civil Aeronautics Board in accordance with the provisions of Section 412(a) of the Civil Aeronautics Act of 1938, as amended. This Agreement shall take effect upon its approval by the Civil Aeronautics Board.

The execution of a counterpart of this Agreement by any air carrier, subsequent to approval hereof by the Civil Aeronautics Board, shall take effect immediately upon deposit of such executed counterpart with the President of the Air Transport Association of America.

XII. DURATION AND TERMINATION

This Agreement shall be of continuous duration. Any party hereto may terminate its participation herein, without terminating this Agreement as between the other parties, by giving to the President of the Air Transport Association of America written notice of the intention of such party so to terminate at least six months prior to the effective date of such termination. No termination shall be deemed to release or discharge any rights, obligations or liabilities of such party arising prior to such termination.

Executed this ..... day of ....., 19.....

.....
(Air Carrier)

By .....

Attest: .....
(Title)

.....
(Title)

(Corporate Seal)

EXHIBIT A TO AGREEMENT AMONG

CERTAIN AIR CARRIERS RELATING TO AIR EXPRESS SERVICE

As of August 1, 1958, the method being employed to distribute "net air express revenue" among the airlines under the uniform Air Express Agreement dated August 1, 1954, operates as follows:

Net Air Express revenue is distributed to the parties by paying to each a sum computed as follows:

1. Each airline is credited with 100% of the gross revenue earned from its online shipments.

2. Each airline is credited with its share of the gross revenue from all interline shipments over $50 by prorating the revenue among the airlines handling the shipment allowing a minimum of 15% to the originating carrier and a minimum of 15% to the destination carrier. Basic for proration is the split zone mileage table.

3. A scientific sampling of 15,000 interline shipments of charges less than $50 is selected each calendar quarter. The revenue is prorated to each carrier by the same method as in item (2). The sampled interline shipments are projected to 100% by multiplying the gross revenue from such shipments by the reciprocal of the sampling portion.

4. The ratio of each carrier's gross revenue to the total gross revenue for the system yields a percentage of participation. The net revenue is distributed among the carriers according to these percentages, adjusted for the risk due to the sampling variation as previously determined.

Each party must furnish its Air Express ton miles flown during a given month not later than 20 days after the close of the month. An advance payment of at least 98% of each party's estimated revenue is paid to each party no later than 30 days after the close of the month.

The amount payable to each party for the calendar quarter should be ascertained as early as possible, but no later than one hundred twenty (120) days after the close of the calendar quarter, and a settlement statement is promptly transmitted to each party, together with a check in payment of the amount due.

When additional air carriers become parties to this agreement, reasonable estimates of the net yield rate are made for such parties and advance payments are made of 90% of the estimated revenue to each such party. Any such advance payment is finally adjusted upon the basis of such party's individual percent of participation as determined by the method previously stated.

State of _____)

County of _____)

POWER OF ATTORNEY

Know All Men by This Instrument:

That, _____ a direct air carrier, hereby makes and appoints Stuart G. Tipton its attorney and agent to execute any contract or contracts, or any amendment, alteration, modification or cancellation thereof, relating to administrative and ground services for Air Express, as provided in and in accordance with Section VI of the foregoing Agreement entitled "Agreement Among Certain Air Carriers Relating to Air Express Service". This power of attorney shall be revoked automatically in the event said Stuart G. Tipton shall cease to occupy the position of President of the Air Transport Association of America.

_____
(Air Carrier)

By _____
(Title)

Attest: _____ Date _____
(Title) (Corporate Seal)

PARTIES TO AGREEMENT

AMONG CERTAIN AIR CARRIERS

RELATING TO AIR EXPRESS SERVICE

As of August 1, 1964

Air Canada
Airlift International, Inc.
Alaska Airlines, Inc.
Alitalia Airlines, Inc.
Allegheny Airlines, Inc.
American Airlines, Inc.
Bonanza Air Lines, Inc.
Braniff Airways, Inc.
Central Airlines, Inc.
Chicago Helicopter Airways, Inc.
Compagnie Nationale Air France
Continental Air Lines, Inc.
Delta Air Lines, Inc.
Eastern Air Lines, Inc.
The Flying Tiger Line, Inc.
Frontier Airlines, Inc.
Lake Central Airlines, Inc.
Los Angeles Airways, Inc.
Mackey Airlines, Inc.
Mohawk Airlines, Inc.
National Airlines, Inc.
New York Airways, Inc.
North Central Airlines, Inc.
Northeast Airlines, Inc.
Northwest Airlines, Inc.
Ozark Air Lines, Inc.
Pacific Air Lines, Inc.
Pacific Northern Airlines, Inc.
Pan American World Airways, Inc.
Piedmont Aviation, Inc.
San Francisco and Oakland Helicopter Airlines, Inc.
Slick Airways, Inc.
Southern Airways, Inc.
Trans Caribbean Airways, Inc.
Trans-Texas Airways, Inc.
Trans World Airlines, Inc.
United Air Lines, Inc.
West Coast Airlines, Inc.
Western Air Lines, Inc.

FIFTH AMENDMENT TO AGREEMENT AMONG CERTAIN AIR CARRIERS RELATING TO AIR EXPRESS SERVICE AGREEMENT C.A.B. NO. 12866

In accordance with the Amendment provision in Section VII of the Agreement Among Certain Air Carriers Relating to Air Express Service, the undersigned air carrier, a party to said Agreement, does hereby agree to the following amendment thereto:

Amend Section III to read as follows:

III. Air Express Committee

A. Organization

A committee to be known as the "Air Express Committee" is hereby created. The Air Express Committee (hereinafter referred to as the "Committee") shall be composed of one representative of each party to this Agreement. No person shall be entitled to serve as a member of the Committee for any purpose or in any manner unless he has been designated (by letter or other written instrument, signed by a qualified official of a party to this Agreement and filed with the Secretary of the Committee) as the person authorized to represent the party on the Committee. A person may be so designated for a specified or for an indefinite period of time, and the designation may be absolute or conditioned upon the absence, or inability to act, of another person so designated. No person shall represent more than one party.

The Committee shall elect a non-voting Secretary, not an employee of any party, to handle the secretarial and administrative details of the Committee, and to serve until his successor is elected and takes office.

The organization of the Committee, its rules or procedure, and other details of its operation not set forth herein, shall be determined from time to time by the Committee; provided, however, that all notices of meetings of the Committee must specify the agenda of the meeting and no other matter shall be considered thereat without the unanimous consent of all members of the Committee.

With respect to all matters within the jurisdiction of the Committee (except matters as set forth in Subsections B.4 and B.5 of this Section) each member shall have one vote, and a majority vote of the members of the Committee shall constitute the action of the Committee at any meeting and shall be binding upon all parties hereto, unless the Committee shall decide that with respect to any particulat action, a larger vote shall be required.

With respect to matters within the jurisdiction of the Committee as set forth in Subsections B.4 and B.5 of this Section, the voting power of the representative of each party on the Committee shall be determined by the Secretary of the Committee as follows:

> the percentage of ton miles of Air Express carried by each party during the period from January 1 to June 30, inclusive of the preceding year with respect to the total ton miles of Air Express carried during such period by all parties to this Agreement, shall be added to the percentage of the Air Express route miles of said party on the last day of such period, with respect to the aggregate Air Express route miles of all parties on that day, and the total of such percentages shall be divided by two, with the quotient representing the percentage of total voting power which the representative of such party shall have on the Committee.

The route mileage to be used for the purpose of determining the voting power of any party on the Committee shall be the sum of the total route mileages used by the Civil Aeronautics Board.

Action taken under Subsections B.4 and B.5 of this Section at any meeting by the members having three-fourths of the total voting power of the parties as herein determined shall constitute the action of the Committee and be binding upon the parties, unless the Committee shall decide that with respect to any particular action, a larger vote shall be required.

B. Scope and Functions of the Air Express Committee

The jurisdiction and functions of the Air Express Committee shall include among other things:

1. Advising the Air Express Negotiating Committee as to the terms and conditions to be contained in any contract or contracts, or any amendment, alteration, modification or cancellation thereof, relating to the ground services for and administration of the Air Express service;

2. Establishing rules and procedures for the routing and division of traffic, as provided in Article V hereof;

3. Establishing procedures applicable to the distribution of net Air Express revenue, as provided in Article IV hereof;

4. Authorizing and supervising advertising, solicitation and sales promotion, including expenditures therefor;

5. Establishing, or providing for the establishment of, uniform rates and charges, rules and regulations, and insurance coverage, applicable to Air Express, including all matters relating to accounting in connection with Air Express;

6. Establishing, or providing for the establishment of, procedures for the handling of Air Express;

7. Arranging for the preparation, publication, issuance and maintenance of consolidated Air Express tariffs;

8. Performing such other functions as may be required to carry out the purpose and intent of this Agreement.

SIXTH AMENDMENT TO AGREEMENT AMONG
CERTAIN AIR CARRIERS RELATING TO AIR EXPRESS SERVICE
AGREEMENT C.A.B. NO.: 12866

In accordance with the Amendment provision in Section VII of the Agreement Among Certain Air Carriers Relating to Air Express Service, the undersigned air carrier, a party to said Agreement, does hereby agree to the following amendment thereto:

Add the following to Section VII of the Agreement:

VII. Amendments

An amendment hereto may be accomplished by a mail vote in accordance with the following provisions: the proposed amendment shall be submitted by the Secretary of the Air Express Committee to an executive officer of each party by registered mail, with return receipt. Within thirty days after receipt of such proposed amendment, each party, through an executive officer, shall notify the Secretary in writing whether such party accepts or rejects the proposed amendment. Failure of any party to so notify the Secretary within said thirty day period shall constitute a vote in favor of the amendment.

1439(a)

Express Service
Investigation
CAB Docket 22388

Exhibit PA-IR-803

AIR EXPRESS
POLICY AND OPERATIONS MANUAL

AIR EXPRESS
POLICY AND OPERATIONS MANUAL

PART —
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CORRECTION NO. — 1 ¢

AIR EXPRESS
POLICY AND OPERATIONS MANUAL
OF THE
JOINT COMMITTEE FOR AIR EXPRESS

PUBLISHED BY: SECRETARY
JOINT COMMITTEE FOR AIR EXPRESS
SUITE 831
1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D. C. 20036 ¢

AIR EXPRESS
POLICY AND OPERATIONS MANUAL

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CORRECTION SHEET

When a revised or new page is issued, a revision or new number appears on the page in the lower right hand corner.

When filing a revision, please check off the numbers of this page as the correction numbers appear. In this way you will know whether or not your copy of the revision contains all revised and/or new pages.

Immediately request missing pages to ensure that your copy of the Policy and Operations Manual will contain up-to-date pages.

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TYPOGRAPHICAL MAKE-UP OF PAGES

1. **Page -** The page numbers are consecutive through out this manual and appear in the right hand corner of each page.

2. **Effective -** The date each page (original or amended) becomes effective appears in the upper right hand corner of the page.

3. **Correction No. -** When a revised or new page is issued, a correction number appears on the page in the upper right hand corner. (See "Correction Number Check Sheet" which follows the index of this manual.)

4. **Symbols -** Additions, changes and/or deletions made on revised pages are indicated by the following symbols:

   ● ---------- addition

   ¢ ---------- change in meaning or change for purpose of clarification

   x ---------- deletion

   When a change affects a major part of any page, the symbol appears on the top line where the new copy begins. When a change affects but a single paragraph, sentence or line, the symbol appears before the respective paragraph, sentence or line.

PART 1 - PURPOSE

"THE PARTIES AGREE THAT THEIR PURPOSE IS TO RENDER A SERVICE TO THE PUBLIC AND TO DEVELOP A MUTUALLY PROFITABLE AND SUCCESSFUL AIR EXPRESS SERVICE. IT IS THE FIRM INTENT OF THE PARTIES, THEREFORE, TO CONSULT, CONFER, AND COOPERATE TO THE FULLEST EXTENT FOR THE ACCOMPLISHMENT OF THEIR JOINT PURPOSE." (Article V.)

1. This Manual is published by the Joint Committee for Air Express pursuant to Article V, Section B.1., of the Air Express Agreement between R E A Express and Certain Air Carriers.

2. The purpose of this Manual is to provide a guide to the parties as to the service to be performed under the aforesaid Air Express Agreement, except where such performance is impossible on account of circumstances beyond the control of R E A Express and/or the Air Carriers.

3. Except as to Part V, this Manual is subject to amendment only by the mutual agreement of the Joint Committee for Air Express. It is recognized, however, that under certain circumstances emergency or temporary deviations from the provisions of the Manual may be made without prior action of the Joint Committee.

PART 2 - SERVICES TO BE PROVIDED BY R E A EXPRESS

"R E A EXPRESS AGREES THAT IT WILL ACCEPT, PICK-UP, AND DELIVER AIR EXPRESS; ISSUE AND OBTAIN NECESSARY SHIPPING DOCUMENTS, RECEIPTS, CLEARANCES, AND NOTICES; COLLECT AIR EXPRESS CHARGES; AND PROVIDE TERMINAL, ROUTING, FORWARDING, TRACING, AND SUCH OTHER GROUND AND ACCESSORIAL SERVICES AS ARE OFFERED THE PUBLIC UNDER AIR EXPRESS TARIFFS. EACH POINT, WHICH, AS OF JULY 31, 1964 HAD A PUBLISHED AIR EXPRESS RATE, SHALL BE INCLUDED WITHIN THE TERMINAL AREA OF THE AIRPORT CITY THROUGH WHICH SUCH POINT WAS THEN BEING SERVED. R E A EXPRESS SHALL PROVIDE PLANE SIDE PICK-UP AND DELIVERY WHENEVER AND WHEREVER THE AIR CARRIER AND R E A EXPRESS MUTUALLY AGREE THAT SUCH PLANE SIDE OPERATION IS MUTUALLY ADVANTAGEOUS TO THE MOST EFFICIENT AND EXPEDITIOUS HANDLING OF AIR EXPRESS." (Article III, Section A, Paragraph 1)

1. Air Express Offices

R E A Express will provide air express service to all of the offices and their terminal areas named in Section 2 of Official Air Express Tariff No. 1, A.T.B. No. 1, C.A.B. No. 1 and subsequent revisions thereto.

R E A Express will keep and maintain airport field offices at airports serving the following cities:

Atlanta, Ga.
Boston, Mass.
Chicago, Ill. (O'Hare)
Cincinnati, Ohio
Cleveland, Ohio
Columbus, Ohio
Dallas, Texas
Dayton, Ohio
Denver, Colo.
Detroit, Mich. (Willow Run; Metropolitan)
Hartford, Conn.
Houston, Texas
Indianapolis, Ind.
Kansas City, Mo.
Los Angeles, Calif.
Louisville, Ky.
Memphis, Tenn.
Miami, Fla.
Milwaukee, Wis.
Minneapolis/St. Paul, Minn.
Montreal, Que., Canada
Nashville, Tenn.
Newark, N. J.
New Orleans, La.
New York, N.Y. (J.F.K. Int'l.; LaGuardia)
Philadelphia, Pa.
Pittsburgh, Pa.
St. Louis, Mo.
San Francisco, Calif.
Seattle, Wash.
Washington, D.C. (Washington National; Dulles International)

2. Tripper Service

"WHERE R E A EXPRESS DOES NOT MAINTAIN AN AIRPORT FIELD OFFICE, R E A EXPRESS AGREES TO ACCEPT AND DELIVER AIR EXPRESS AT THE AIRPORT LOCATION(S) DESIGNATED BY AIR CARRIER(S).

WHERE R E A EXPRESS MAINTAINS AN AIRPORT OFFICE, R E A EXPRESS AGREES TO ACCEPT AIR EXPRESS FROM AND DELIVER AIR EXPRESS TO THE AIR CARRIERS AT ITS AIRPORT OFFICE." (Article IV, Section B, Paragraphs 1 and 2.)

Tripper service to and from airports shall be consistent with the best service to the public, volume, and the airlines' schedules.

3. Pickup Service

Pickup service shall be provided within those areas designated in Section 2 of Air Express Tariff No. 1 at least once between 8:00 A.M. and 12 Noon, and at least once between 12 Noon and the close of the business day. (For further specifications as to territories served, reference shall be made to REA, ICC-A-4). In addition, pickup service in the central business area of points listed in Section 2 of Air Express Tariff No. 1 shall be made within two hours of notice that traffic is available.

4. Delivery Service

Traffic made available to R E A Express at the airports serving the points listed in Section 2 of Air Express Tariff No. 1, by 7:00 A.M. on those days when pickup and delivery service is provided, shall be delivered to the consignees within the designated areas by noon of the same day. Traffic available between 7:00 A.M. and 2:00 P.M. shall be delivered within five (5) hours, but in any event, no later than the close of the business day. Traffic available after 2:00 P.M. shall be delivered the same day, consistent with the consignees' requirements. Traffic for the central business area which is available at the airports serving these points by 7:00 A.M., shall be delivered before 11:00 A.M. and traffic available between 7:00 A.M. and 2:00 P.M. shall be delivered within four (4) hours after it becomes available at the airport.

5. Receipts for Traffic Transferred to Air Carrier by R E A Express

R E A Express will prepare a manifest for all traffic turned over to the Air Carriers for handling. "Value" traffic identified by a "Red Ball" label, shall be manifested on form 1290-AIR. All other traffic shall be manifested on forms AES-56, AES-56-A or 1290-AIR. The signature of the Air Carrier employee to whom the shipments are delivered shall be secured when the exchange is effected.

6. Tracing

R E A Express shall maintain an effective Air Express tracing service within its system.

7. Route-Stamping

At points where R E A Express has an airport office, R E A Express shall route-stamp traffic as required.

8. Other Services

"R E A EXPRESS AGREES TO PROVIDE ALL AIR EXPRESS ACCOUNTING, BILLING, AND COLLECTION OF AIR EXPRESS REVENUES; RECEIVE, INVESTIGATE AND HANDLE ALL CLAIMS, INCLUDING SETTLEMENTS AND LITIGATION, (1) INVOLVING AIR EXPRESS SHIPMENTS OR (2) ARISING FROM ANY SERVICES PERFORMED BY R E A EXPRESS; MAINTAIN ADEQUATE RECORDS AND STATISTICS RELATING TO AIR EXPRESS VOLUMES AND REVENUE, INCLUDING RECORDS AND STATISTICS RELATING TO THE DIVISION OF TRAFFIC, WHICH RECORDS AND STATISTICS SHALL BE SUBJECT TO INSPECTION BY AND ON BEHALF OF ANY AIR CARRIER AT ANY TIME, AND WILL BE FURNISHED BY R E A EXPRESS TO ANY AIR CARRIER UPON REQUEST OF THE JOINT COMMITTEE REPRESENTATIVE OF THE AIR CARRIER." (Article III, Section E, Paragraph 1).

R E A Express shall establish and maintain the following accessorial services: (1) C.O.D.; (2) Protective Signature Service and (3) Armed Surveillance Service.

PART 3 - SERVICES TO BE PROVIDED BY THE AIR CARRIERS

"THE AIR CARRIERS AGREE TO MAINTAIN REGULAR AND DEPENDABLE SERVICE BY AIRCRAFT FOR THE TRANSPORTATION OF AIR EXPRESS IN ACCORDANCE WITH THEIR CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY OR FOREIGN AIR CARRIER PERMITS ISSUED BY THE CIVIL AERONAUTICS BOARD, INCLUDING AMENDMENTS AND MODIFICATIONS THEREOF, BETWEEN POINTS IN THE UNITED STATES OR BETWEEN POINTS IN THE UNITED STATES AND PUERTO RICO OR BETWEEN A POINT IN THE UNITED STATES AND A POINT IN CANADA." (Article II, Section A, Paragraph 1).

"THE AIR CARRIERS AGREE TO SCHEDULE THE DEPARTURES OF THEIR AIRCRAFT SO AS TO ATTRACT THE GREATEST VOLUME OF AIR EXPRESS AND TO PROVIDE EXPEDITIOUSLY AND ECONOMICALLY FOR THE HANDLING THEREOF IN SO FAR ONLY, HOWEVER, AS WILL NOT INTERFERE WITH THE AIR CARRIERS AIR MAIL, PASSENGERS AND THEIR BAGGAGE. THE AIR CARRIERS FURTHER AGREE THAT THE NORMAL AMOUNT OF AIR EXPRESS SHALL BE GIVEN PRIORITY OF HANDLING AND OF SPACE ON AIRCRAFT SUBJECT ONLY TO THE ACCOMMODATION OF AIR MAIL, PASSENGERS AND THEIR BAGGAGE." (Article II, Section A, Paragraph 4).

"IN THE EVENT THAT ALL THE AIR EXPRESS OFFERED FOR ANY PARTICULAR FLIGHT CANNOT BE CARRIED ON THAT FLIGHT, THE AIR CARRIER AGREES THAT IT WILL PROMPTLY NOTIFY R E A EXPRESS OF SUCH EXCESS AIR EXPRESS. IF THE TRANSPORTATION OF SUCH EXCESS AIR EXPRESS CAN BE EXPEDITED BY ANOTHER AIR CARRIER OR IN ANY SURFACE SERVICE PROVIDED OR ARRANGED FOR BY R E A EXPRESS, IT SHALL BE PROMPTLY RETURNED TO R E A EXPRESS AT ITS REQUEST FOR SUCH FORWARDING." (Article II, Section B, Paragraph 1).

"IF FOR ANY REASON AN AIR CARRIER SHALL TERMINATE A PARTICULAR FLIGHT AT A POINT INTERMEDIATE BETWEEN THE POINTS OF ORIGIN AND DESTINATION, THE AIR CARRIER AGREES THAT IT WILL, AS EXPEDITIOUSLY AS POSSIBLE, TRANSFER THE AIR EXPRESS FROM THE FLIGHT SO TERMINATED TO ANOTHER AIRCRAFT OF ITS OWN OR OF ANOTHER AIR CARRIER, OR IF NO AIR SERVICE IS AVAILABLE AT THE PLACE OF SUCH TERMINATION, TURN THE AIR EXPRESS OVER TO R E A EXPRESS AT THE AIRPORT FOR OTHER TRANSPORTATION TO DESTINATION OR TO A POINT WHERE AIR SERVICE MAY BE RESUMED; PROVIDED, HOWEVER, THAT IF THE INTERRUPTION OCCURS AT A POINT WHERE R E A EXPRESS DOES NOT MAINTAIN REGULAR VEHICLE SERVICE FOR THE HANDLING OF AIR EXPRESS THE AIR CARRIER SHALL TRANSPORT THE EXPRESS TO THE NEAREST OFFICE OF R E A EXPRESS." (Article II, Section B, Paragraph 2).

1. Receipt of Traffic by Air Carrier

a. From the Public

"THE AIR CARRIERS AGREE TO DESIGNATE SUCH OF THEIR OFFICES AND PLACES OF BUSINESS AS MAY BE MUTUALLY AGREED UPON AS OFFICES FOR THE RECEIPT AND DELIVERY OF AIR EXPRESS SHIPMENTS FROM OR TO THE PUBLIC, AND TO APPOINT SUCH OF THEIR AGENTS AND EMPLOYEES AS MAY BE MUTUALLY AGREED UPON AS AGENTS FOR THE PURPOSE OF HANDLING SUCH AIR EXPRESS SHIPMENTS. AT SUCH OFFICES AND PLACES OF BUSINESS APPROPRIATE AIR EXPRESS SIGNS AND/OR EMBLEMS WILL BE DISPLAYED." (Article II, Section D, Paragraph 1).

(1) When shipments are accepted from the public, the Air Carrier(s) shall perform the services normally performed by R E A Express.

b. From R E A Express

(1) The Air Carrier employee will receipt the manifest prepared by R E A Express for all traffic turned over to the Air Carriers for handling. "Value" traffic, identified by a "Red Ball" label, shall be manifested by R E A Express and individually receipted for by the Air Carrier employee on form 1290-AIR. All other traffic shall be manifested by R E A Express and receipted for in bulk by the Air Carrier employee on forms AES-56, AES-56-A or 1290-AIR. The signature of the Air Carrier employee shall be given when the exchange is effected.

(2) At points where R E A Express maintains airport offices, the Air Carrier(s) shall pickup and receipt for traffic from the airport office at times mutually agreed upon locally and as published in column 3 of Appendix "A".

(3) The Air Carrier(s) shall advise R E A Express of the waybill numbers of shipments which are not forwarded on flights for which they have been manifested, except that waybill numbers need not be furnished on traffic which is returned to R E A Express nor on that which is forwarded within one (1) hour.

(4) The Air Carrier(s) shall promptly advise R E A Express of irregular operations and delays in departure times of more than one (1) hour.

2. Traffic Carried to Other Than Intended Destination

The Air Carrier(s) will promptly advise R E A Express at off-loading point of traffic off-loaded at other than intended destination, and will also promptly advise R E A Express at point where flight is scheduled to land, of inability to land and the airport to which traffic has been or will be taken. Such traffic shall be thereafter handled by the Air Carrier in accord with advice received from R E A Express.

3. Delivery of Traffic by Air Carrier

a. At points where R E A Express maintains an airport office, the Air Carrier(s) shall deliver traffic to the airport facility of R E A Express and unload the traffic at a point mutually agreed upon locally.

b. The Air Carrier(s) will prepare forms (AES-5024, AES-5025 or 1290-AIR) to be receipted for by R E A Express, listing individually, shipments identified by "Red Ball" label and in bulk on other traffic.

c. When shipments are delivered to the public, the Air Carrier(s) shall perform the services normally performed by R E A Express.

4. Route-Stamping

At points where R E A Express does not have an airport office, the Air Carrier(s) shall route-stamp traffic at its destination prior to delivery to R E A Express or transfer, except where, by mutual agreement, route stamping is not required.

5. Tracing

Air Carriers agree to use their best efforts to assist R E A Express to provide the effective air express tracing service required of it pursuant to Part 2, Section 6, herein.

6. Flight Records

On reasonable request of the Local Manager or higher ranking R E A Express official, the Air Carriers will make available, information contained in its flight records.

7. Settlement of Express Charges

Express Charges collected by an Air Carrier under Section 1.a. and/or 3.c. above, shall be settled promptly at the so designated office of the Air Carrier to a representative of R E A Express. The Air Carrier shall itemize charges on Form 1290-AIR, which form shall be receipted by R E A Express.

PART 4 - SERVICES TO BE PERFORMED JOINTLY BY PARTIES

1. Transfer of Traffic

"WHERE R E A EXPRESS MAINTAINS AN AIRPORT OFFICE, THE AIR CARRIER WILL MAKE ONLY SUCH INTERLINE AND INTRALINE TRANSFERS AS R E A EXPRESS IN THE INTEREST OF SERVICE TO THE PUBLIC SHALL AUTHORIZE, AND R E A EXPRESS SHALL MAKE ALL OTHER TRANSFERS. THE AIR CARRIER(S) OR R E A EXPRESS SHALL REQUEST TRANSFERS TO BE MADE BY AIR CARRIERS IN SUCH INSTANCES WHERE SUCH TRANSFERS, IN THE INTEREST OF SERVICE TO THE PUBLIC, CAN BEST BE MADE BY THE AIR CARRIERS. IF AN AIR CARRIER AND R E A EXPRESS CANNOT AGREE IN A PARTICULAR INSTANCE, WHETHER, IN THE INTEREST OF SERVICE TO THE PUBLIC, THE TRANSFER SHALL BE MADE BY R E A EXPRESS OR THE AIR CARRIER, THE MATTER SHALL BE REFERRED TO THE AIR EXPRESS COMMITTEE FOR A DECISION BINDING UPON THE AIR CARRIER AND R E A EXPRESS.

WHERE R E A EXPRESS DOES NOT MAINTAIN AN AIRPORT OFFICE, THE AIR CARRIERS BRINGING THE AIR EXPRESS TO THE AIRPORT SHALL DELIVER TO THE REPRESENTATIVES OF RECEIVING AIR CARRIERS, AT POINTS DESIGNATED BY THE RECEIVING AIR CARRIERS, AIR EXPRESS ROUTED FOR CARRIAGE OVER THE LINES OF SUCH RECEIVING AIR CARRIERS.

AT EACH POINT HAVING AIR EXPRESS SERVICE WHERE MORE THAN ONE AIRPORT IS UTILIZED BY THE AIR CARRIER(S) THE CERTIFICATED AIR SERVICE OF AN AIR CARRIER PARTY TO THIS AGREEMENT, WHERE AVAILABLE, SHALL BE USED FOR EACH SHIPMENT REQUIRING TRANSFER BETWEEN SUCH AIRPORTS UNLESS THE AIR CARRIER OPERATING SUCH INTERAIRPORT SERVICE ADVISES R E A EXPRESS THAT IT IS UNABLE TO TRANSPORT SUCH TRAFFIC OR UNLESS FASTER TIME CAN BE MADE BY OTHER THAN AIR SERVICE BETWEEN THE AIRPORTS CONCERNED. TRANSFERS, EITHER INTER-CARRIER OR INTRA-CARRIER, REQUIRING SURFACE TRANSPORTATION BETWEEN SUCH AIRPORTS SHALL BE PERFORMED BY R E A EXPRESS. ALL TRANSFERS SHALL BE MADE IN THE MOST EXPEDITIOUS, ECONOMICAL AND EFFICIENT MANNER." (Article IV, Section A, Paragraphs 1, 2 and 3).

a. At points where R E A Express does not maintain an airport office, the Air Carrier(s) shall perform intraline and interline transfers within the times specified in columns 1 and 2 of Appendix "B". The Air Carrier(s) shall prepare an appropriate interchange receipt (Form 5024). Changes in the specified times may be made only by mutual agreement of the tenant air carriers and R E A Express. Requests for changes to the times shown for a city are to be submitted to the Regional Manager - Air Services, R E A Express, who will secure unanimous approval from the local representatives of the carriers serving the city. The unanimous recommendation will be submitted to the Director - Air Services, R E A Express, for approval and submission to the Secretary of the Air Express Services Subcommittee for mail vote of the tenant airlines. The changes will be effective upon unanimous approval of the tenant airlines.

b. At points where R E A Express shall maintain an airport office, the Air Carrier(s) shall deliver to and pick up traffic at the airport office of R E A Express within the times published in columns 1 and 3 of Appendix "A". "Through the house" times shall be as published in Column 2 of Appendix "A". Changes in the published times may be made only by mutual agreement of the tenant Air Carrier(s) and R E A Express. Requests for changes to the times shown for a city are to be submitted to the Regional Manager - Air Services, R E A Express, who will secure unanimous approval from the local representatives of the carriers serving the city. The unanimous recommendation will be submitted to the Director - Air Services, R E A Express, for approval and submission to the Secretary of the Air Express Services Subcommittee for mail vote of the tenant airlines. The changes will be effective upon unanimous approval of the tenant airlines.

c. If, for any reason, Air Carrier(s) cannot perform a transfer within the specified time, the Air Carrier(s) shall notify R E A Express.



2. Code Air Express Shipments as Follows:

Code symbols will be marked by R E A employees at all points of origin and at transfer points where air express field offices are maintained. At other offices, necessary coding will be accomplished by airline employees.

AT ORIGIN

Shipment destined for an on-line point should be coded for destination only. (See Exhibit "A" above.)

Shipment destined to point requiring a transfer en route should show transfer point in space #1 with code circled and destination airport in space #2. (See Exhibit "B" above.)

AT TRANSFER POINT

If additional transfer is involved in routing beyond first transfer point, cross out original code in space #1 and substitute code for next transfer point in the same space. (See Exhibit "C" above.)

PART 5 - GENERAL

"R E A EXPRESS SHALL ROUTE AIR EXPRESS IN THE MANNER WHICH WILL PROVIDE THE PUBLIC WITH THE MOST EXPEDITIOUS, ECONOMICAL, AND EFFICIENT AIR EXPRESS SERVICE POSSIBLE; AND, CONSISTENT WITH THIS OBJECTIVE, R E A EXPRESS SHALL USE ITS BEST EFFORTS TO DIVIDE AIR EXPRESS TRAFFIC EQUALLY BETWEEN COMPETITIVE FLIGHTS OF THE AIR CARRIERS, GIVING DUE CONSIDERATION TO THE RELIABILITY OF SUCH FLIGHTS AND THE CARGO SPACE IN THE AIRCRAFT. THE TERM "COMPETITIVE FLIGHTS" SHALL BE DEFINED BY THE AIR EXPRESS COMMITTEE." (Article III, Section C, Paragraph 1).

1. Division of Traffic

The Air Express Committee has defined and interpreted "competitive flights" and the division of traffic as follows:

a. Service to the public shall be the primary consideration.

b. (1) Flights which arrive at destination within 59 minutes of the first arrival shall be deemed competitive.

(2) Noon of each day (12:00 A.M.) should be the starting point for the determination of first arrival(s) at destination.

(3) Such flights must also depart from origin within 59 minutes of each other.

c. Schedules of R E A vehicles engaged in airport "tripper" service shall not be a determining factor.

d. Co-terminals shall be treated equally in determining performance per b(1) and b(3) foregoing.

e. The determination of competition shall be as between actual flights (and/or trips and schedules) and not as between carriers.

f. Flights which involve transfers en route shall not be penalized in determining performance per b(1) and b(3) foregoing.

g. The use of connecting-carrier (vs. single-carrier) competitive routings must be confined to those instances in which a single inter-carrier transfer is involved.

h. Gateway and transfer traffic, except approved intraline transfers, shall be included with local destination traffic to be divided between competitive flights.

i. Traffic requiring special handling or equipment or not acceptable to a carrier shall not be included in the traffic to be divided between competitive flights.

j. Daily fluctuations must be contemplated and R E A shall not need to make any attempt to divide traffic in blocks of less than 200 pounds. Division of traffic shall be viewed upon monthly results.

k. R E A must be consistently uniform in its application of these definitions and interpretations and will advise all interested carriers of any exceptions made to the foregoing.

2. Rules Governing Routing and Division of Air Express

a. Non-Competitive Services

Flights which are not competitive within the Rules for Division of Traffic as established by the Air Express Committee shall receive all available traffic based on first arrival at destination.

b. Competitive Services

The following procedures are used for dividing traffic among competitive flights:

(1) Competitive flight groups are established beginning with the first scheduled arrival on or after 12:00 o'clock noon at destination. The first scheduled arrival is considered as the "key" flight in each group, and all flights which arrive within 59 minutes of this first arrival are considered to be competitive except that all such flights must also depart origin within 59 minutes of this flight.

(2) Since the first consideration for any routing is service to the public, R E A recognizes an obligation to observe performance and to withhold from division of traffic, any flights which do not perform as scheduled. Where on-time performance is less than 80% or where refusals of all traffic occur 80% of the time, R E A will notify the carrier concerning it. Should the carrier be unable to bring the performance into line within the following ten (10) day period, the flight is withdrawn from the competitive division.

(3) There is no restriction on the length of time traffic may be accumulated for next best service, competitive or otherwise.

3. Interpretation of Division of Traffic Rules

a. The following interpretations of the "division-of-traffic" rules are taken from the minutes of the Joint Committee for Air Express - Operating Practices Subcommittee meeting of November 19, 1964:

(1) Customer routed traffic should be honored, but should also be considered in the division of traffic.

(2) Equalization of divisions must be made within the calendar month.

(3) In the following example, Flight A was ruled not competitive:

	Departure Time		Arrival Time
Flight A	0655	-	0917
Flight B	0800	-	0916
Flight C	0800	-	0919
Flight D	0800	-	1001
Flight E	0830	-	0943

PART 6 - COMMITTEE RULES AND PRACTICES

"THE PARTIES AGREE THAT THEIR PURPOSE IS TO RENDER A SERVICE TO THE PUBLIC AND TO DEVELOP A MUTUALLY PROFITABLE AND SUCCESSFUL AIR EXPRESS SERVICE. IT IS THE FIRM INTENT OF THE PARTIES, THEREFORE, TO CONSULT, CONFER AND COOPERATE TO THE FULLEST EXTENT FOR THE ACCOMPLISHMENT OF THEIR JOINT PURPOSE.

A. PURSUANT TO THE AFORESAID INTENTION, THE PARTIES AGREE TO CONTINUE THE JOINT COMMITTEE FOR AIR EXPRESS CONSISTING OF THE MEMBERS OF THE AIR EXPRESS COMMITTEE AND SUCH REPRESENTATIVES OF R E A EXPRESS AS MAY BE DESIGNATED BY R E A EXPRESS. THE JOINT COMMITTEE SHALL HAVE CO-CHAIRMEN ELECTED ANNUALLY WITH ONE CHAIRMAN BEING ELECTED BY THE AIR EXPRESS COMMITTEE AND ONE BY REPRESENTATIVES OF R E A EXPRESS. ON MATTERS TO BE DECIDED BY THE JOINT COMMITTEE, ONLY THE CO-CHAIRMEN SHALL VOTE AND EACH CO-CHAIRMAN SHALL HAVE ONE VOTE. NO ACTION SHALL BE TAKEN UNLESS THERE IS A UNANIMOUS VOTE OF THE CO-CHAIRMEN. THE AIR EXPRESS COMMITTEE AND R E A EXPRESS SHALL ESTABLISH SEPARATELY AND INDEPENDENTLY THEIR OWN PROCEDURES FOR DETERMINING HOW THEIR RESPECTIVE CO-CHAIRMAN SHALL VOTE. THE CHAIRMANSHIP OF MEETING SHALL ALTERNATE BETWEEN THE CO-CHAIRMEN. THE JOINT COMMITTEE SHALL HAVE A SECRETARY TO BE APPOINTED BY THE CO-CHAIRMEN.

B. THE JOINT COMMITTEE SHALL:

1. KEEP UP TO DATE, THE AIR EXPRESS POLICY AND OPERATIONS MANUAL AS A GUIDE TO THE PARTIES IN PROVIDING THE SERVICES COVERED BY THIS AGREEMENT. THE MANUAL IS NOT INTENDED TO CONSTITUTE A CONTRACTUAL OBLIGATION.

2. CONSIDER AND DEVELOP ADVERTISING AND SALE PROMOTION PROGRAMS, INCLUDING STATISTICAL STUDIES IN CONNECTION THEREWITH, AND ESTABLISH THE BUDGET THEREFORE.

C. NEITHER OF THE PARTIES SHALL CHARGE THE OTHER WITH ANY EXPENSE INCURRED BY THE AFORESAID JOINT COMMITTEE, IT BEING EXPRESSLY UNDERSTOOD THAT EACH PARTY WILL ASSUME THE EXPENSE OF ITS PARTICIPATION, INCLUDING ONE-HALF OF ANY JOINT EXPENSES. MEETINGS WILL BE HELD AT REGULAR INTERVALS AT THE CALL OF AND AT THE PLACE SELECTED BY THE CHAIRMAN FOR THAT MEETING. EITHER CO-CHAIRMAN MAY DESIGNATE ITEMS TO BE DISCUSSED AND AT LEAST FIFTEEN (15) DAYS BEFORE A REGULAR MEETING IS TO BE HELD, THE SECRETARY SHALL MAIL TO EACH MEMBER OF THE JOINT COMMITTEE, THE AGENDA OF ITEMS TO BE DISCUSSED AT THE MEETING. NO OTHER ITEMS MAY BE BROUGHT UP AT THE MEETING EXCEPT BY AGREEMENT OF THE CO-CHAIRMEN. MINUTES OF MEETINGS AND ALL ACTION TAKEN SHALL BE KEPT IN WRITING BY THE SECRETARY AND SHALL BE AVAILABLE TO ANY COMMITTEE MEMBER UPON REQUEST.

D. DURING INTERVALS BETWEEN MEETINGS, ACTION BY THE JOINT COMMITTEE MAY BE ACCOMPLISHED BY MAIL VOTE ON ANY MATTER WITHIN ITS AUTHORITY. EITHER CO-CHAIRMAN MAY PROPOSE A MATTER FOR MAIL VOTE. A MATTER SO PROPOSED SHALL FIRST BE CONSIDERED BY R E A EXPRESS, AND, AFTER IT APPROVES, ITS CO-CHAIRMAN SHALL NOTIFY THE CHAIRMAN OF THE AIR EXPRESS COMMITTEE, WHO SHALL DIRECT THE SUBMISSION OF THE MATTER TO THE AIR EXPRESS COMMITTEE FOR MAIL VOTE IN ACCORDANCE WITH ITS RULES. IF THE MATTER IS APPROVED BY THE AIR EXPRESS COMMITTEE, THE CO-CHAIRMAN SHALL BE SO ADVISED BY THE SECRETARY OF THE AIR EXPRESS COMMITTEE, AND THE ACTION SHALL BE DEEMED EFFECTIVE WITH SUCH NOTIFICATION." (Article V)

1. COMMITTEE MEETING AGENDA

All items to be included on any agenda for the Joint Committee for Air Express shall be submitted to the Secretary no later than thirty (30) days prior to the date of the meeting and that the Secretary shall mail an agenda of matters to be considered at least twenty-eight (28) days prior to the meeting, providing however, that a supplemental agenda may be issued under extenuating circumstances as may be deemed necessary up to fifteen (15) days prior to the meeting. All agenda items shall be explicit as to the action needed along with the details of the proposal.

2. SUBCOMMITTEE RULES, PROCEDURES AND TERMS OF REFERENCE

a. Accounting Procedures Subcommittee

(1) Terms of Reference

The Accounting Procedures Subcommittee shall define, establish and monitor accounting procedures required by the "Air Express Agreement Between R E A Express and Certain Air Carriers" and the revenue distribution system provided in the "Agreement Among Certain Air Carriers Relating to Air Express Service".

(2) Rules and Procedures

The conduct of business shall be under the identical rules and procedures as set forth for the parent Joint Committee for Air Express, that each meeting shall be chaired by a designated member of the Subcommittee representing the party (Airlines as one party and R E A Express as one party) who acted as the Chairman of the last preceding meeting of the Joint Committee for Air Express; that meetings of the Subcommittee shall be called with the mutual consent of both Co-Chairmen so designated by each party and that such meetings shall be set as to time and place by both Co-Chairmen for the complete calendar year insofar as is practical.

b. Advertising Subcommittee

(1) Terms of Reference

The Advertising Subcommittee shall develop, execute and monitor an Air Express Advertising Campaign under the terms of the Air Express Agreement, to include, but shall not be limited to, space, direct mail and promotional pieces. The Subcommittee shall make budget recommendations to the Joint Committee at its regular Spring meeting each year for the program proposed to be conducted during the ensuing fiscal year. Any budget so approved shall be administered by the Subcommittee, provided that the transfer of funds appropriated for special projects must be approved by the Joint Committee. The Subcommittee is

specifically delegated the necessary authority to approve copy and format of the program within the intent of the Joint Committee. Both Co-Chairmen of the Advertising Subcommittee and the Sales Subcommittee are charged with developing a complete sales program for each year and to jointly present their reports and recommendations. The Subcommittee will also consider the recommendations of all other Subcommittees.

(2) Rules and Procedures

The Advertising Subcommittee will have two Co-Chairmen, one from the airlines and one from R E A Express. Each Co-Chairman shall have one vote which shall be the only votes for action purposes (the airline members shall instruct the airline Co-Chairman on the basis of a majority vote of the airline members present and voting).

The Co-Chairmen will alternate as Chairman of the meeting so that the Chairman at any given time will correspond to that party (Airlines as one party and R E A Express as one party) which chaired the last meeting of the Joint Committee for Air Express.

Meetings will be held at least once within each calendar quarter and the two Co-Chairmen will jointly establish the place and date of meetings.

Contacts from the advertising agencies concerning proposed advertising will be simultaneous to the two Co-Chairmen. The R E A Express Co-Chairman will disseminate to other Subcommittee members who will return their comments to the R E A Express Co-Chairman. All approvals must be unanimous by both Co-Chairmen.

Statements of disbursements of all advertising money shall be made by R E A Express to the Subcommittee at each meeting and to the Joint Committee for Air Express annually.

A quorum shall be the presence of a majority of the airline Subcommittee members and a majority of the R E A Express Subcommittee members.

c. Air Express Services Subcommittee

(1) Terms of Reference

The Air Express Services Subcommittee shall continually strive for the improvement of operations concerning air express service, including, but not limited to maintenance and upkeep of the Air Express Policy and Operations Manual; improved documentation; physical handling and procedures; and the conduct of studies and/or experiments to accomplish such objectives, provided that such experiments shall have the prior approval of R E A Express and the air carriers involved.

In addition to the above, the Air Express Services Subcommittee shall concern itself with the establishment of national and local programs to improve security handling and claims losses along with the development of the necessary "tools" to accomplish these programs.

(2) Rules and Procedures

The conduct of business shall be under the identical rules and procedures as set forth for the parent Joint Committee for Air Express, that each meeting shall be chaired by a designated member of the Subcommittee representing the party (Airlines as one party and R E A Express as one party) who acted as the Chairman of the last preceding meeting of the Joint Committee for Air Express; that meetings of the Subcommittee shall be called with the mutual consent of both Co-Chairmen so designated by each party and that such meetings shall be set as to time and place by both Co-Chairmen for the complete calendar year insofar as is practical.

d. Rates and Tariffs Subcommittee

(1) Delegated Authority

CLASS I:

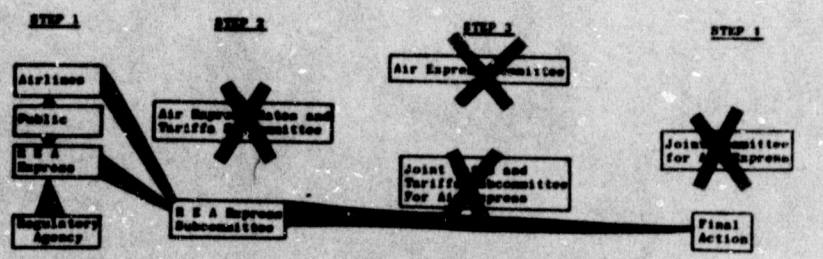
"Agents" Housekeeping Authority (delegated fully to REA EXPRESS)

(a) Extension of terminal area to non-airline points without additional charge (arbitrary).

(b) Reduction in or elimination of arbitrary, with terminal area point retained.

(c) Addition or deletion of airline points, service and rates, in accordance with certificate changes (including suspensions and resumptions) and standard rate formula.

(d) Individual airline instructions regarding it's terms of acceptance.



CLASS II:

Joint Subcommittee Housekeeping Authority (delegated fully to Joint Subcommittee)

(a) Format.

(b) Wording of rules.



CLASS III:

Substantive Matters (recommendations only - to Joint Air Express Committee)

(a) Contraction of terminal area.

(b) Changes in rules, rates and charges, other than as delegated in Class I and II above

(c) Designation of governing tariffs.

(d) Action on regulatory matters affecting air express tariffs.

(e) Extension of terminal area to non-airline points with arbitrary assessed.



e. Sales Subcommittee

(1) Terms of Reference

The Sales Subcommittee shall develop and recommend the conduct of programs for the sale of air express in three primary categories:

(a) R E A Express employees

(b) Airline employees

(c) Customers

Both Co-Chairmen of the Advertising Subcommittee and the Sales Subcommittee are charged with developing a complete sales program for each year and to jointly present their reports and recommendations.

(2) Rules and Procedures

The conduct of business shall be under the identical rules and procedures as set forth for the parent Joint Committee for Air Express, that each meeting shall be chaired by a designated member of the Subcommittee representing the party (airline as one party and R E A Express as one party), who acted as Chairman of the last preceding meeting of the Joint Committee for Air Express; that meetings of the Subcommittee shall be called with the mutual consent of both Co-Chairmen so designated by each party and that such meetings shall be set as to time and place by both Co-Chairmen for a complete calendar year insofar as is practical.

The Secretary is required to place on the agenda of the Joint Committee, all unanimous and split vote recommendations from the Subcommittee.

CARRIERS PARTY TO AGREEMENT

Air Canada
Air West
Airlift International, Inc.
Alaska Airlines, Inc.
Allegheny Airlines, Inc.
American Airlines, Inc.
Aspen Airways, Inc.
Braniff International
Caribbean-Atlantic Airlines, Inc.
Compagnie Nationale Air France
Continental Air Lines, Inc.
Delta Air Lines, Inc.
Eastern Air Lines, Inc.
The Flying Tiger Line Inc.
Frontier Airlines, Inc.
Los Angeles Airways, Inc.
Mohawk Airlines, Inc.
National Airlines, Inc.
New York Airways, Inc.
North Central Airlines, Inc.
Northeast Airlines, Inc.
Northwest Airlines, Inc.
Ozark Air Lines, Inc.
Pan American World Airways, Inc.
Piedmont Aviation, Inc.
San Francisco and Oakland Helicopter Airlines, Inc.
Seaboard World Airlines, Inc.
Southern Airways, Inc.
Texas International Airlines
Trans World Airlines, Inc.
United Air Lines, Inc.
Western Air Lines, Inc.

and

R E A Express

APPENDIX "A"

TRANSFER TIMES THROUGH AIRPORT OFFICE
(In Minutes)

	1. Delivery to REA	2. In REA	3. Lockout from REA
Atlanta: Passenger	60	45	60
Cargo	60	45	60
Boston	60	45	45
Chicago: O'Hare: Passenger	50	60	50
Cargo	90	60	30
all others	90	60	60
Charlotte	40	30	40
Cincinnati: Passenger	30	30	30
Cargo	60	30	60
Cleveland: Passenger	45	30	45
Cargo	60	30	60
Columbus, Ohio	30	30	30
Dallas: Passenger	30	30	30
Cargo	60	30	60
Dayton	30	30	30
Denver: Passenger	30	30	30
Cargo	45	30	30
Detroit: Passenger	45	30	45
Cargo	60	30	45
Hartford	30	30	30
Houston: Passenger	30	30	30
Cargo	45	30	30
Indianapolis	30	30	30
Jacksonville	40	30	30
Kansas City: Passenger	45	30	45
Cargo	60	30	30
Los Angeles: Passenger	60	45	30
Cargo	45	45	30
Louisville	30	30	30
Memphis	35	20	35
Miami	45	25	30
Milwaukee	30	30	30
Minneapolis/St. Paul: Passenger	30	30	30
Cargo	60	30	30
Montreal	60	60	60
Nashville	30	30	30
Newark: Passenger	60	45	60
Cargo	60	30	60
New Orleans	40	30	40
New York: LaGuardia: Passenger	30	30	30
Cargo	60	30	60
J.F.K.: Passenger	60	60	60
Cargo	90	60	60
Philadelphia	45	30	45
Pittsburgh	30	30	30
St. Louis: Passenger	30	30	30
Cargo	45	30	30
San Francisco: Passenger	30	30	30
Cargo	45	30	45
Seattle: Passenger	30	30	30
Cargo	45	30	30
Washington: National	30	30	30
Dulles	45	45	45

APPENDIX "B"

TRANSFER TIMES DIRECT
(In Minutes)

	1. Intraline	2. Interline
Albany	45	60
Albuquerque	25	25
Amarillo	30	50
Augusta	35	50
Billings	30	30
Birmingham	40	60
Buffalo	45	90
Charleston, S. C.	35	50
Charlotte	30	50
Chattanooga	35	50
Columbia, S. C.	35	50
Des Moines	30	60
El Paso	30	50
Fort Worth	30	60
Greensboro, N. C.	35	50
Greenville, S. C.	35	50
Jackson, Miss.	40	60
Jacksonville	40	60
Knoxville	35	50
Lexington, Ky.	35	50
Mobile	40	60
Montgomery	40	60
Oklahoma City	30	60
Omaha	25	45
Orlando	40	60
Pensacola	35	50
Raleigh	35	50
Rochester, N. Y.	45	90
Salt Lake City	30	45
San Antonio	30	50
Savannah	35	50
Spartanburg	35	50
Syracuse	30	90
Tallahassee	35	50
Tampa	35	50
Tulsa	30	90
Winston-Salem	30	—
Wichita	30	50
ALL OTHERS	35	50

Note: Where R E A Express does not maintain a field office, inbound traffic should be made available to R E A representatives or customer within intraline transfer time limits shown above.

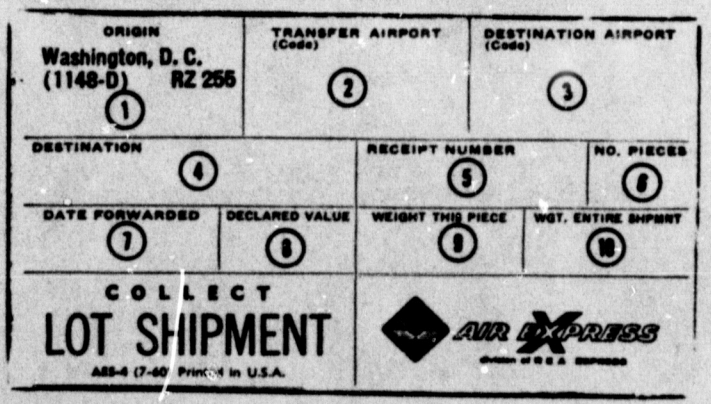
APPENDIX "C"

Listed in this Appendix "C" are the Air Express forms that are utilized by both Airlines and R E A Express personnel in the proper dispatch, transport and receipt of Air Express along with an explanation of their purpose.

AES 4

LOT LABEL - COLLECT LOT SHIPMENT

If shipment consists of two or more pieces (articles) and transportation charges are to be collected from consignee, collect lot shipment label is attached at originating office to each piece including the piece to which the waybill and delivery sheet are attached.



A E S 4

EXPLANATION OF SPACE

Space No. On Form

LOT LABEL - COLLECT LOT SHIPMENT

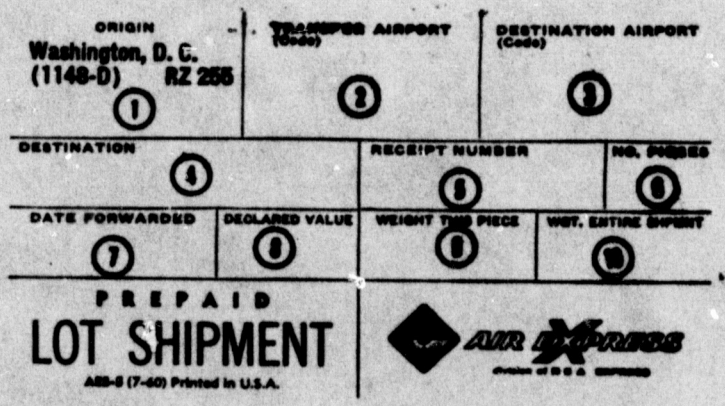
1	Insert point of origin.
2	At initial airport office, code designation of first transfer point should be inserted. The code letters should be encircled. If no transfer is involved, space should be left blank.
3	At initial airport office, code designation of destination airport should be inserted.
4	Insert destination city.
5	Show receipt number appearing on Form AES 17, Collect Air Express Receipt.
6	Show total number of pieces being shipped.
7	Insert date shipment was receipted for.
8	Insert value of entire shipment as declared by shipper.
9	Show weight of the individual piece on which lot label is to be applied.
10	Enter weight of entire shipment.

AES 5

LOT LABEL - PREPAID LOT SHIPMENT

If shipment consists of two or more pieces (articles) and transportation charges are to be prepaid, prepaid lot shipment label is attached at originating office to each piece including the piece to which the waybill and delivery sheet are attached.

INSTRUCTIONS FOR PREPARATION SAME AS FORM AES 4.



A E S 17

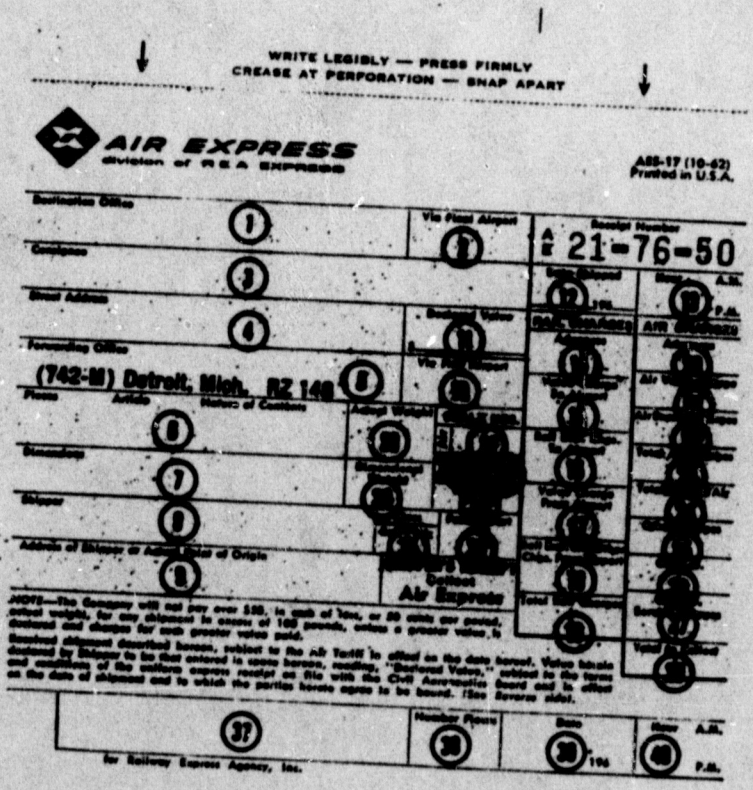
SHIPPER'S RECEIPT, ABSTRACT ADVICE, DESTINATION OFFICE COPY, AND DELIVERY SHEET-COLLECT AIR EXPRESS

Prepared at originating office for each shipment on which the transportation charge is to be collected at destination. Part 1 - Shipper's Receipt - is given to shipper. Part 2 - Abstract Advice - is sent by originating office to District Accounting Bureau. When this form is prepared by Airline employees, Part 2 should be turned over to the R E A Express driver at first opportunity. Parts 3 and 4 - Destination Copy and Delivery Sheet - are pasted to the shipment and accompany it to destination where both forms are detached. Signature of consignee is procured on delivery sheet when shipment is delivered. The delivery sheet is sent to the District Accounting Bureau with statement on which the charges collected are settled by destination agent. District Accounting Bureau retains the delivery sheet. Destination office copy is retained at destination agency for a period of 7 days for tracing purposes after which it is destroyed. When delivery is effected by an Airline employee, the delivery sheet, signed by consignee, should be turned over to the R E A Express driver along with any monies collected, and driver's signature secured on appropriate form.

A E S 17

SHIPPER'S RECEIPT, ABSTRACT ADVICE, DESTINATION OFFICE COPY, AND DELIVERY SHEET-COLLECT AIR EXPRESS

FIRST COPY - SHIPPER'S RECEIPT COLLECT AIR EXPRESS



A E S 17

SHIPPER'S RECEIPT, ABSTRACT ADVICE, DESTINATION OFFICE COPY AND DELIVERY SHEET-COLLECT AIR EXPRESS

REVERSE SIDE OF FIRST COPY - SHIPPER'S RECEIPT COLLECT AIR EXPRESS

In consideration of the rate charged for carrying said property which is dependent upon the value thereof and is based upon an agreed valuation of not exceeding fifty dollars for any shipment of 100 pounds or less and not exceeding fifty cents per pound, actual weight, for any shipment in excess of 100 pounds, unless a greater value is declared at the time of shipment, the shipper agrees that the company shall not be liable in any event for more than fifty dollars for any shipment of 100 pounds or less, or for more than fifty cents per pound, actual weight for any shipment weighing more than 100 pounds unless a greater value is stated herein. Unless a greater value is declared and stated herein the shipper agrees that the value of the shipment is as last above set out and that the liability of the company shall in no event exceed such value.

[redacted]

As conditions precedent to recovery claims must be made in writing to the originating or delivering carrier within nine months after delivery of the property, or in case of failure to make delivery, then within nine months and fifteen days after date of shipment, and suits shall be instituted only within two years and one day after the date when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof.

A E S 17 - First Copy

EXPLANATION OF SPACE

Space No. on Form	
1	Insert destination office. (Do not use code designation)
2	Insert code designation of final airport office.
3	Insert name of consignee. If shipment is to be directed to the special attention of an individual or a department, include such information.
4	Insert address of the consignee.
5	Insert origin office.
6	Insert the number of pieces being shipped, the type of package, e.g., crate, box, carton, etc., and an accurate description of the contents.
7	Where dimensions are in excess of 250 cu. in. per pound, exact dimensions should be inserted.
8	Insert name of shipper.
9	Insert address of shipper or the actual point of origin. Temporary addresses such as hotels should not be shown in this space.
10	Insert name of initial airport from which shipment will depart.
11	Insert value of the shipment as declared by the shipper. If no value is declared, leave blank.
12	Insert date shipment is received from shipper.
13	Insert time of day shipment is receipted for.
14	Where shipment is to move partly in rail express, insert amount of any charges advanced for the account of either consignor or consignee.
15	Insert applicable rail express excess value charges on movement from origin to airport office.
16	Insert rail express transportation charge for movement from origin to airport office.
17	Insert applicable rail express excess value charge for movement from the destination airport office to off-airline destination office.

A E S 17 - First Copy

EXPLANATION OF SPACE

Space No. on Form	
18	Insert applicable rail express transportation charge for movement from destination airport office to off-airline destination office.
19	Insert the total of all rail express charges.
20	Where shipment is to move entirely in air express, insert amount of any charges advanced for the account of consignor or consignee.
21	Insert excess air express value charge.
22	Insert air express transportation charge.
23	Insert the total of all air express charges.
24	Insert total of charges shown in 19 and 23.
25	Insert other charges to be collected from the shipper or consignee, such as pier or dock charges, brokerage fees, etc.
26	Insert amount to be collected from the consignee, if C.O.D. shipment.
27	Insert the C.O.D. service charge.
28	Enter total of all monies to be collected from the consignee.
29	Insert actual weight of shipment.
30	Insert dimensional weight only when charges are to be assessed on this weight.
31	Insert applicable air express rate scale number.
32	Insert rail express rate scale number used for the rail movement from initial off-airline office to initial airport office.
33	Insert the rail express rate scale number for the rail movement from final airport to off-airline destination office.
34	Employee responsible for assessing charges should enter his initials or employee number.
35	This space is to be used only where other than first class rail or air express rate is applicable.

A E S 17 - First Copy

EXPLANATION OF SPACE

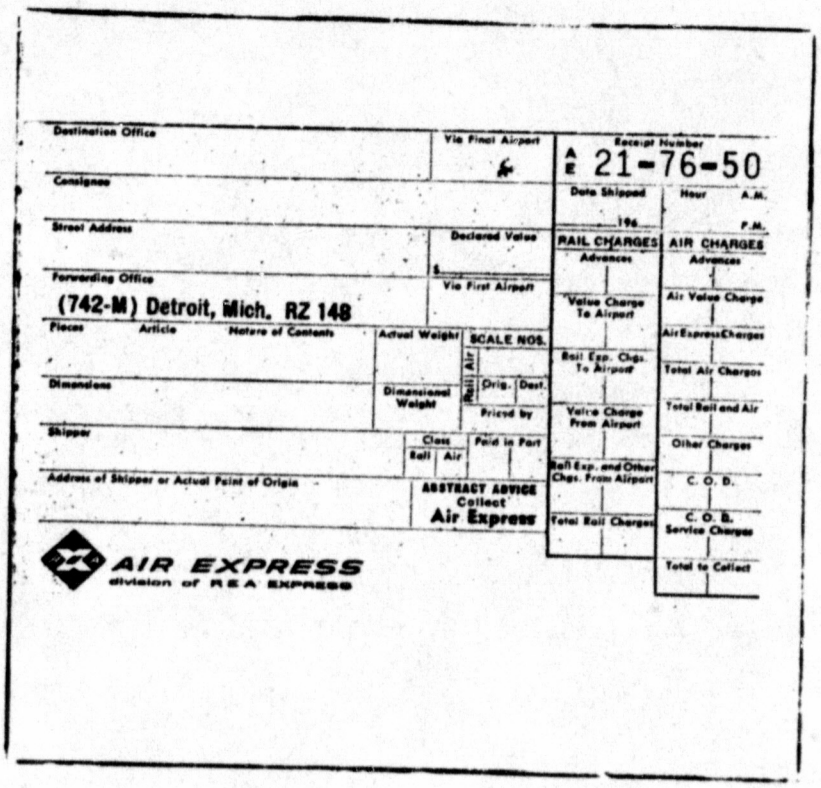
Space No. on Form	
36	Enter the amount of charges paid by shipper on paid in part shipments.
37	Receipting employee should sign his name, and where applicable, his badge or employee number.
38	Insert number of pieces in shipment.
39	Insert date shipment is receipted for.
40	Insert time of day shipment is receipted for.

A E S 17

SHIPPER'S RECEIPT, ABSTRACT ADVICE, DESTINATION OFFICE COPY, AND DELIVERY SHEET-COLLECT AIR EXPRESS

SECOND COPY - ABSTRACT ADVICE COLLECT AIR EXPRESS

CARBONIZED COPY OF THE SHIPPER'S RECEIPT (1ST COPY).

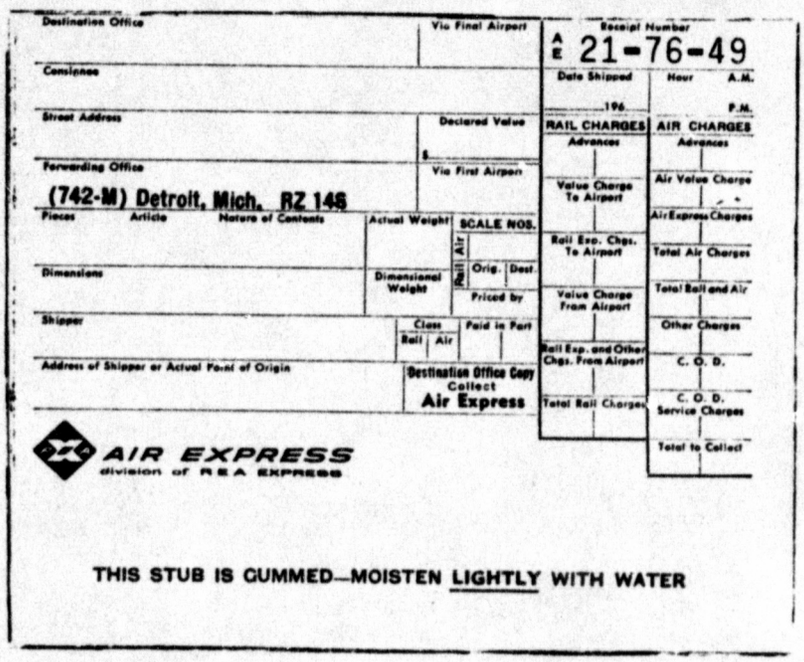


A E S 17

SHIPPER'S RECEIPT, ABSTRACT ADVICE, DESTINATION OFFICE COPY, AND DELIVERY SHEET-COLLECT AIR EXPRESS

THIRD COPY - DESTINATION OFFICE COPY COLLECT AIR EXPRESS

CARBONIZED COPY OF THE SHIPPER'S RECEIPT (1ST COPY).

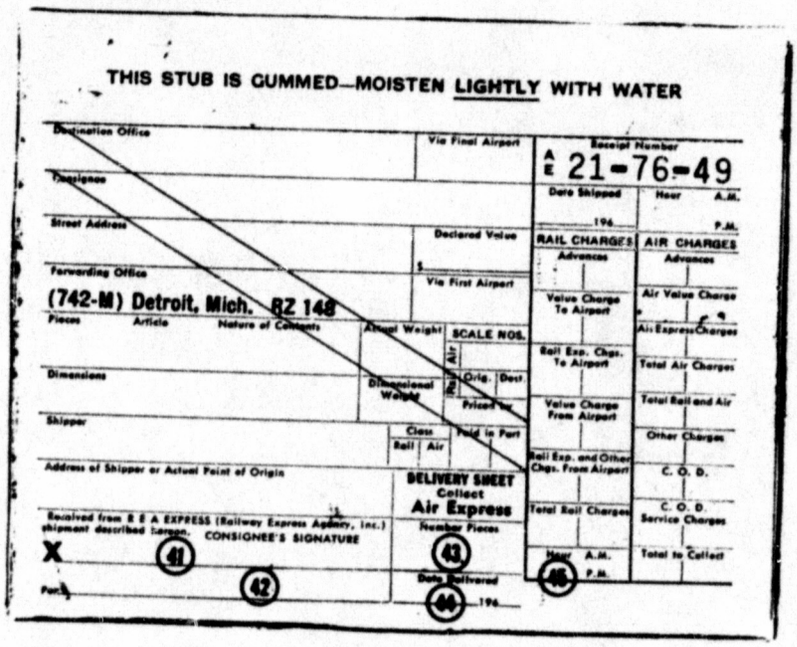


A E S 17

SHIPPER'S RECEIPT, ABSTRACT ADVICE, DESTINATION OFFICE COPY, AND DELIVERY SHEET-COLLECT AIR EXPRESS

FOURTH COPY - DELIVERY SHEET COLLECT AIR EXPRESS

CARBONIZED COPY OF THE SHIPPER'S RECEIPT (1ST COPY). Five spaces on the face of this copy do not appear on the first copy. These spaces are filled in at time of delivery.

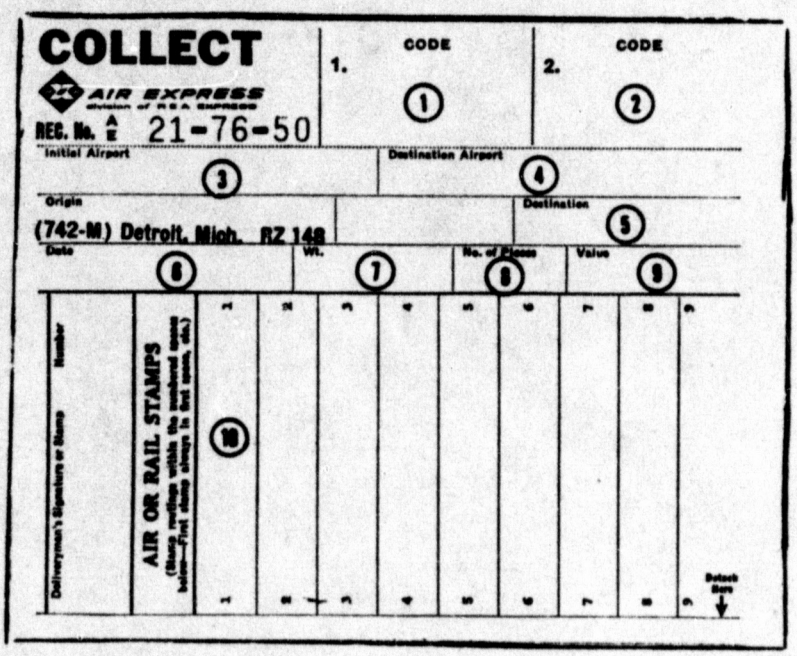


Space No. On Form	EXPLANATION OF SPACE
41	Consignee or his designated employee or agent should sign the consignee's full name in this space.
42	Where consignee's employee or agent signs for consignee, employee or agent should sign his name.
43	Insert number of pieces delivered to consignee.
44	Insert date of delivery.
45	Insert time of delivery crossing out A.M. or P.M. as appropriate.

A E S 17

SHIPPER'S RECEIPT, ABSTRACT ADVICE, DESTINATION OFFICE COPY, AND DELIVERY SHEET-COLLECT AIR EXPRESS

REVERSE SIDE OF FOURTH COPY - STAMP ROUTINGS



Space No. On Form	EXPLANATION OF SPACE
1	Insert and encircle code designation of transfer point. If no transfer, space should be left blank.
2	Insert code designation of destination airport.
3	Insert initial airport. (Do not use code letters)
4	Insert destination airport. (Do not use code letters)
5	Insert destination office.
6	Insert date shipment was receipted for.
7	Insert weight of entire shipment.
8	Insert number of pieces in shipment.
9	Insert value declared by shipper.
10	Insert routing stamp impressions.

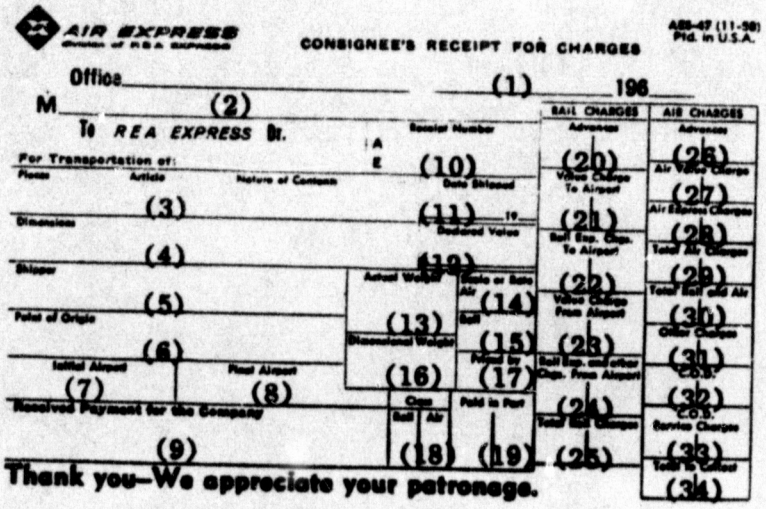
A E S 18 & 19

SHIPPER'S RECEIPT, ABSTRACT ADVICE, DESTINATION OFFICE COPY, DELIVERY SHEET AND RECEIPT FOR CHARGES - PREPAID AIR EXPRESS

Prepared at originating office for each shipment on which the transportation charge is to be collected at point of origin. Part 1 - Shipper's Receipt - is given to shipper. Part 2 - Abstract Advice - is sent by originating office to District Accounting Bureau. When this form is prepared by Airline employees, it, along with any monies collected, should be turned over to R E A Express' driver at first opportunity and driver's signature secured on appropriate form. Parts 3 and 4 - Destination Copy and Delivery Sheet - are pasted to the shipment and accompany it to destination where both forms are detached. Signature of consignee is procured on delivery sheet when the shipment is delivered. The delivery sheet is sent to the District Accounting Bureau. District Accounting Bureau retains the delivery sheet. When delivery is made by Airline employee, signed delivery sheet should be turned over to R E A Express' driver at first opportunity. Destination office copy is retained at destination agency for a period of 7 days for tracing purposes after which it is destroyed.

These forms are exactly the same in their make-up as Form AES 17, except they are Orange in color and are marked "Prepaid". On Form AES 19 there is a fifth copy, "Receipt for Charges" used at certain forwarding offices where the receipt for charges section serves as a due bill for shippers having credit accounts. FOR EXPLANATION OF THE PREPARATION OF THESE FORMS, REFER TO FORM AES 17.

AES 47



AIR EXPRESS
division of R.E.A. EXPRESS

CONSIGNEE'S RECEIPT FOR CHARGES

AES-47 (11-58)
Ptd. in U.S.A.

Office _____ (1) 196

M (2)

To REA EXPRESS Dr.

For Transportation of:

Pieces (3) Articles Nature of Contents

Dimensions (4)

Shipper (5)

Point of Origin (6)

Initial Airport (7) Final Airport (8)

Received Payment for the Company (9)

Receipt Number (10)

Date Shipped (11) 19

Declared Value (12)

Actual Weight (13)

Rate or Rate Class (14)

Rail (15)

Dimensional Weight (16)

Picked Up (17)

Cons Rail (18) Air

Paid in Part (19)

RAIL CHARGES
Advances (20)
Value Charge To Airport (21)
Rail Exp. Chgs. To Airport (22)
Value Charge From Airport (23)
Rail Exp. and other Chgs. From Airport (24)
Total Rail Charges (25)

AIR CHARGES
Advances (25)
Air Value Charge (27)
Air Express Charge (28)
Total Air Charges (29)
Total Rail and Air (30)
Other Charges (31)
C.O.D. (32)
C.O.D. Service Charge (33)
Total to Collect (34)

Thank you—We appreciate your patronage.

INSERT THE FOLLOWING INFORMATION IN
THE NUMBERED SECTIONS OF THE FORM:

1. Date of Delivery.
2. Name of Consignee.
3. Number of pieces, type of container and description of contents.
4. Dimensions of container in inches.
5. Name of Shipper.
6. Shipper's Address.
7. Code Designation of initial airport.
8. Code designation of destination airport.
9. Signature of employee effecting delivery.
10. Receipt Number.
11. Shipping Date.
12. Value Declared by Shipper.
13. Weight of Shipment.

AES 47

14. Applicable Air Express Rate Scale Number.

15. Where applicable, surface rate scale number.

16. Dimensional weight, when density of shipment exceeds 250 cubic inches per pound.

17. Initials of employee preparing form.

18. Leave Blank.

19. Amount of charges prepaid by shipper on collect shipment.

20. Amount of charges advanced to third party if shipment originates at an off-line point.

21. Valuation charge on surface move from point of origin to initial airport.

22. Surface express charge from point of origin to initial airport.

23. Valuation charge on surface move from destination airport to final destination.

24. Surface express charge from destination airport to final destination.

25. Summarize all charges in this column.

26. Amount of charges advanced to third party if shipment originates at point having air express rate.

27. Valuation charge for airport to airport move.

28. Air Express Charge.

29. Summarize Items 26, 27 and 28.

30. Summarize Items 25 and 29.

31. Leave Blank.

32. Amount of cash to be collected, if shipment was forwarded on C.O.D. basis.

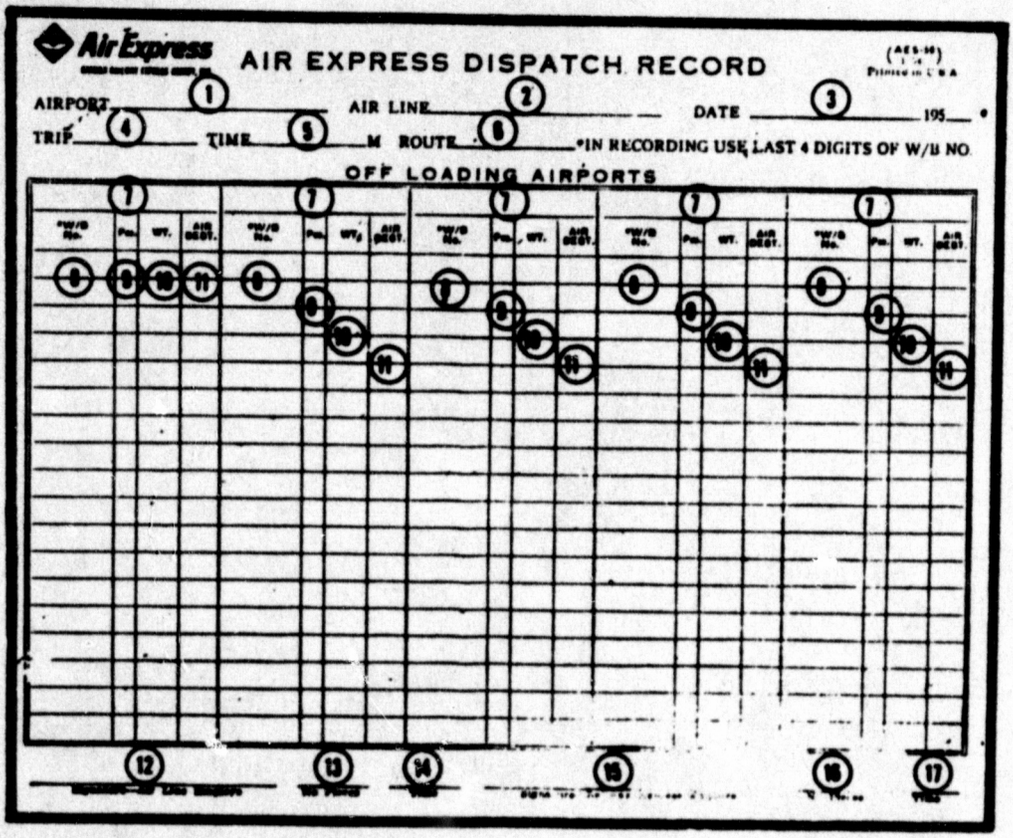
33. Service charge for handling shipment on C.O.D. basis.

34. Summarize all charges.

A E S 56

AIR EXPRESS DISPATCH RECORD

This form is used to manifest air express shipments for a specific flight. Detail shows the last four digits of waybill number, the number of pieces, the weight and the final airport destination with the off-loading airport shown at the head of the column. Signature is required by both the airline employee accepting the traffic and the R E A employee preparing the form.



A E S 56

AIR EXPRESS DISPATCH RECORD

EXPLANATION OF SPACE

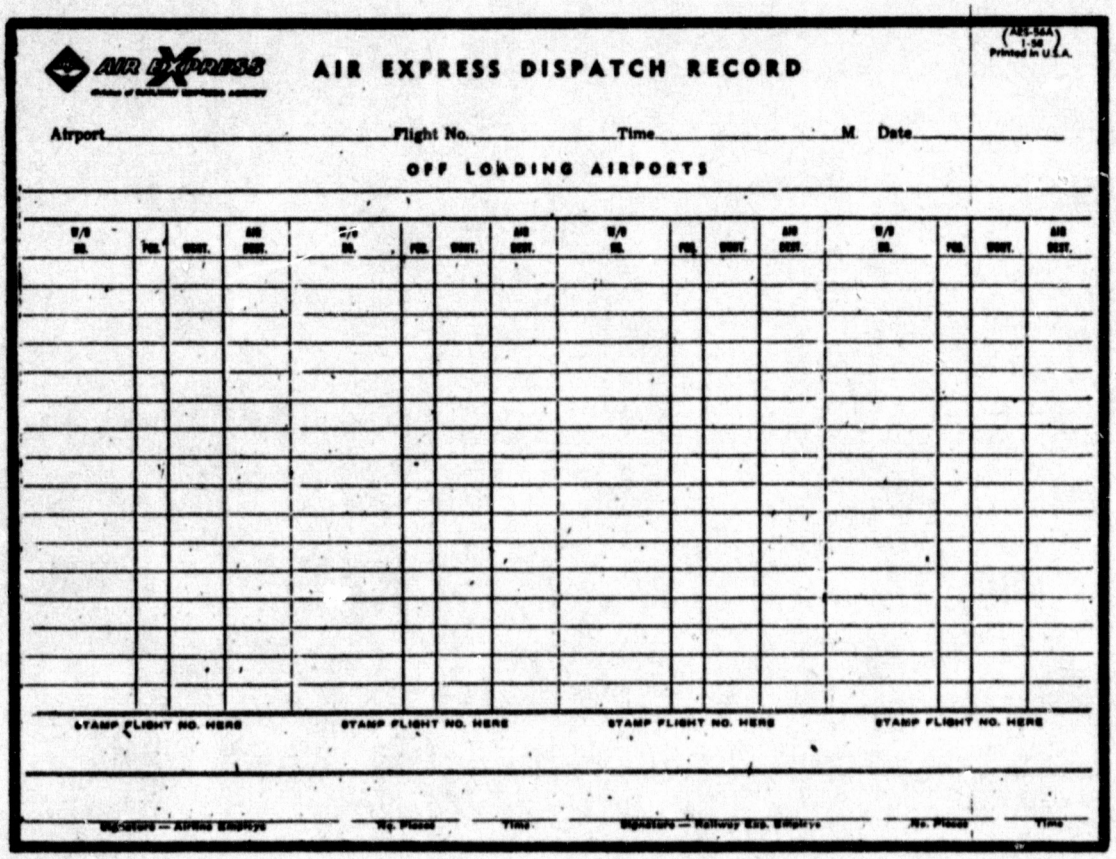
Space No. on Form	
1	Insert airport office at which form is prepared.
2	Insert name of airline to whom traffic is being delivered.
3	Insert date of forwarding.
4	Insert flight number.
5	Insert scheduled departure of flight.
6	Leave this space blank.
7	In these spaces insert the code letter designation for each scheduled stop of the flight.
8	Insert last four digits of the waybill number.
9	Insert number of pieces in each shipment.
10	Show weight of each shipment.
11	Insert code letter designation of destination airport for each shipment. If destination airport is the same as point shown at top of column this space may be left blank.
12	Airline employee accepting shipments should sign his name in this space.
13	Airline employee should insert number of pieces received.
14	Airline employee should insert time traffic is received from R E A Express.
15	R E A Express employee signs his name in this space.
16	R E A Express employee inserts number of pieces manifested.
17	R E A Express employee shows time manifest has been completed.

- END -

A E S 56-A

DISPATCH RECORD

A specifically designed form similar to AES 56 used at larger airports. This form has perforated columns which can be separated and filed for tracing procedures.



AIR EXPRESS DISPATCH RECORD

(AES-56A) 1-58 Printed in U.S.A.

Airport _____ Flight No. _____ Time _____ M. Date _____

OFF LOADING AIRPORTS

W/B NO.	PCS.	WGHT.	AIR DEST.	W/B NO.	PCS.	WGHT.	AIR DEST.	W/B NO.	PCS.	WGHT.	AIR DEST.	W/B NO.	PCS.	WGHT.	AIR DEST.

STAMP FLIGHT NO. HERE | STAMP FLIGHT NO. HERE | STAMP FLIGHT NO. HERE | STAMP FLIGHT NO. HERE

Signature — Airline Employe | No. Pieces | Time | Signature — Railway Exp. Employe | No. Pieces | Time

A E S 77

Prepared by R E A Express to call attention to carrier irregularities.

AIR EXPRESS
division of R E A EXPRESS

AES-77 (1-64)
Ptd. in U.S.A.

REPORT OF IRREGULAR HANDLING

OF AIR EXPRESS BY ① _____ AIRLINE

Prepared at ② _____ Date ③ _____ Time ④ _____

TYPE OF IRREGULARITY

INDIVIDUAL SHIPMENT

1. ☐ Failure to Off Load
2. ☐ Off Loaded in Error
3. ☐ Misrouted
4. ☐ Received Damaged or Wet
5. ☐ Held at Air Freight Terminal
6. ☐ Found on Ramp or Roadway
7. ☐ Irregularity—Value Shipment

MULTIPLE SHIPMENTS

8. ☐ Failure to Accomplish Ramp Transfer
9. ☐ Delayed Delivery to R E A
10. ☐ Failure to Pick Up From R E A
11. ☐ Failure to Notify R E A of Traffic Not Boarded
12. ☐ Other

DESCRIPTION OF IRREGULARITY

Receipt No. ⑤ _____ Flight No. ⑥ _____

Time Irregularity Observed ⑦ _____

Other Details ⑧ _____

Explanation ⑨ _____

13. ☐ Traffic Refused or Not Boarded as Manifested

FLIGHT	DESTINATION	TONNAGE ACCEPTED	TONNAGE REFUSED	REFUSED BY	DISPOSITION OF TRAFFIC	REASON FOR REFUSAL

This form should be prepared in 5 copies:
1—Airline Station Mgr.
2—Airline Station Mgr. (To report to R E A Agent action taken)
3—Airline Headquarter's Representative
4—Manager, Air Services
5—Office Copy

_____ _____
Signature of R E A Employee

⑩

A E S 77

AIR EXPRESS - REPORT OF IRREGULAR HANDLING OF AIR EXPRESS BY_____AIRLINE

EXPLANATION OF SPACE

Space No. On Form	
1	Enter two letter airline code.
2	Enter airport code.
3	Enter date form prepared.
4	Enter time form prepared.
5	Enter 6 digit number.
6	Enter carrier flight number and date.
7	Enter exact time.
8	Add any other details that will help explain the cause of the irregularity.
9	Use this area to elaborate on "multiple shipments" by giving all details possible.
10	The reply by the carrier to R E A Express should be made on the back of the form and not in space 9 - "Explanation".

Intentionally Left Blank

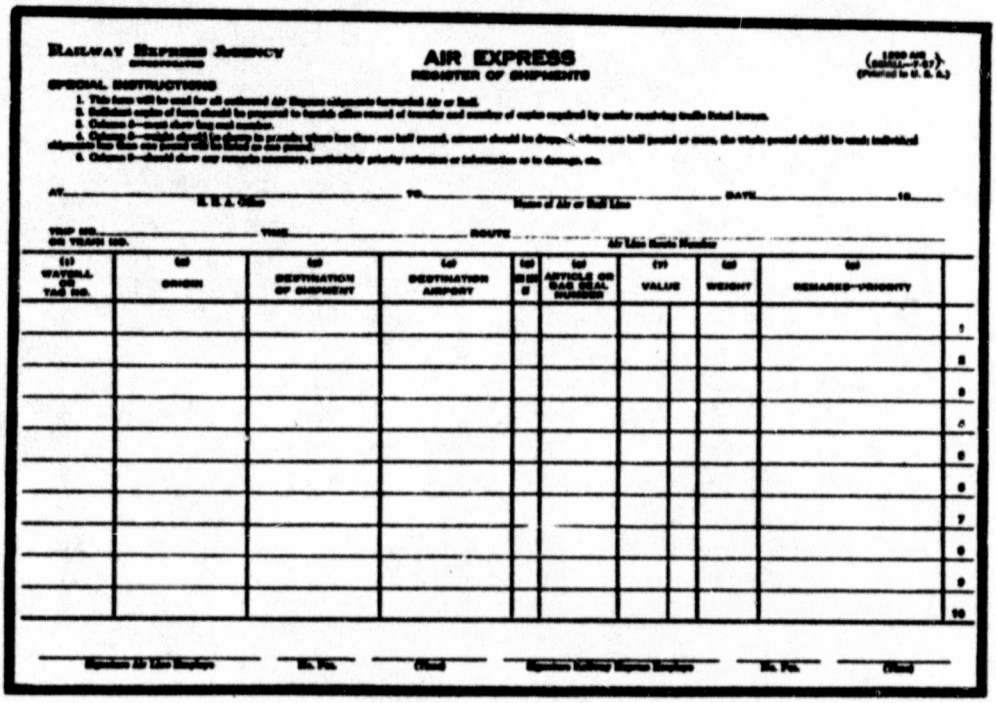
(Use of Form A E S 78 eliminated by Air Express Committee - Services Subcommittee at April 6, 1967 meeting.)

A E S 1290-AIR (Small)

REGISTER OF SHIPMENTS

This form is used to register value shipments at all offices and for all shipments, in lieu of Form AES 56, at smaller offices. Airline employee accepting the traffic and R E A employee preparing the form should sign.

THE INSTRUCTIONS FOR PREPARATION ARE SHOWN ON THE FORM.



RAILWAY EXPRESS AGENCY

AIR EXPRESS
REGISTER OF SHIPMENTS

(1290-AIR (Small)-9-65) (Printed in U. S. A.)

SPECIAL INSTRUCTIONS

1. This form will be used for all outbound Air Express shipments forwarded Air or Rail.
2. Sufficient copies of form should be prepared to furnish office record of transfer and number of copies required by carrier receiving traffic listed hereon.
3. Column 6—must show bag seal number.
4. Column 9—weight should be shown to [illegible] where less than one half pound, amount should be dropped, where one half pound or more, the whole pound should be used; individual shipments less than one pound will be listed as one pound.
5. Column 9—should show any remarks necessary, particularly priority reference or information as to damage, etc.

AT _____ R. E. A. Office _____ TO _____ Name of Air or Rail Line _____ DATE _____ 19__

TRIP NO. _____ OR TRAIN NO. _____ TIME _____ ROUTE _____ Air Line Route Number _____

(1) WAYBILL OR TAG NO.	(2) ORIGIN	(3) DESTINATION OF SHIPMENT	(4) DESTINATION AIRPORT	(5) NUMBER OF PIECES	(6) ARTICLE OR BAG SEAL NUMBER	(7) VALUE	(8) WEIGHT	(9) REMARKS—PRIORITY	
									1
									2
									3
									4
									5
									6
									7
									8
									9
									10

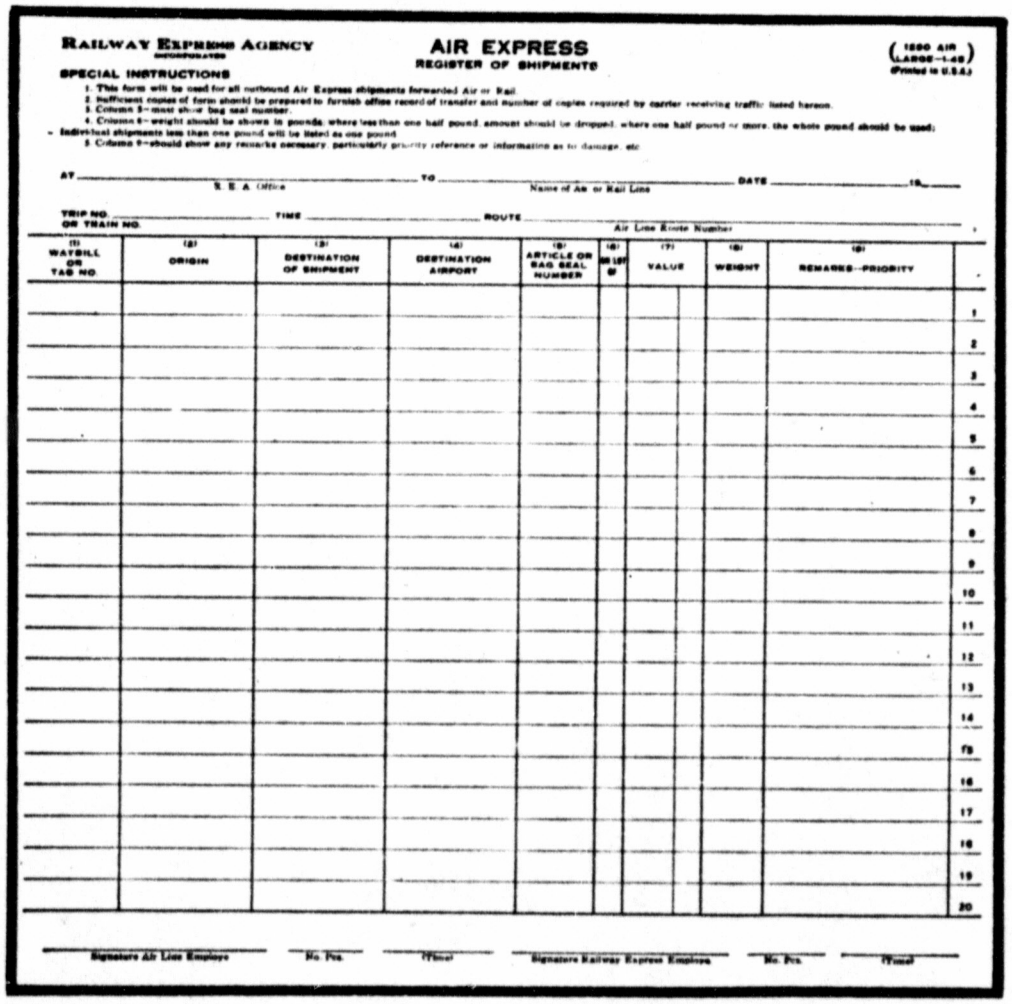
Signature Air Line Employee _____ No. Pcs. _____ (Total) _____ Signature Railway Express Employee _____ No. Pcs. _____ (Total) _____

A E S 1290-AIR (Large)

REGISTER OF SHIPMENTS

Same as 1290-AIR (Small) except space is provided for larger number of shipments.

THE INSTRUCTIONS FOR PREPARATION ARE SHOWN ON THE FORM.



RAILWAY EXPRESS AGENCY
INCORPORATED

AIR EXPRESS
REGISTER OF SHIPMENTS

(1290 AIR LARGE—1-65) (Printed in U.S.A.)

SPECIAL INSTRUCTIONS

1. This form will be used for all outbound Air Express shipments forwarded Air or Rail.
2. Sufficient copies of form should be prepared to furnish office record of transfer and number of copies required by carrier receiving traffic listed hereon.
3. Column 5—must show bag seal number.
4. Column 6—weight should be shown in pounds, where less than one half pound, amount should be dropped, where one half pound or more, the whole pound should be used; individual shipments less than one pound will be listed as one pound.
5. Column 9—should show any remarks necessary, particularly priority reference or information as to damage, etc.

AT _____ (R. E. A. Office) TO _____ (Name of Air or Rail Line) DATE _____ 19__

TRIP NO. OR TRAIN NO. _____ TIME _____ ROUTE _____ (Air Line Route Number)

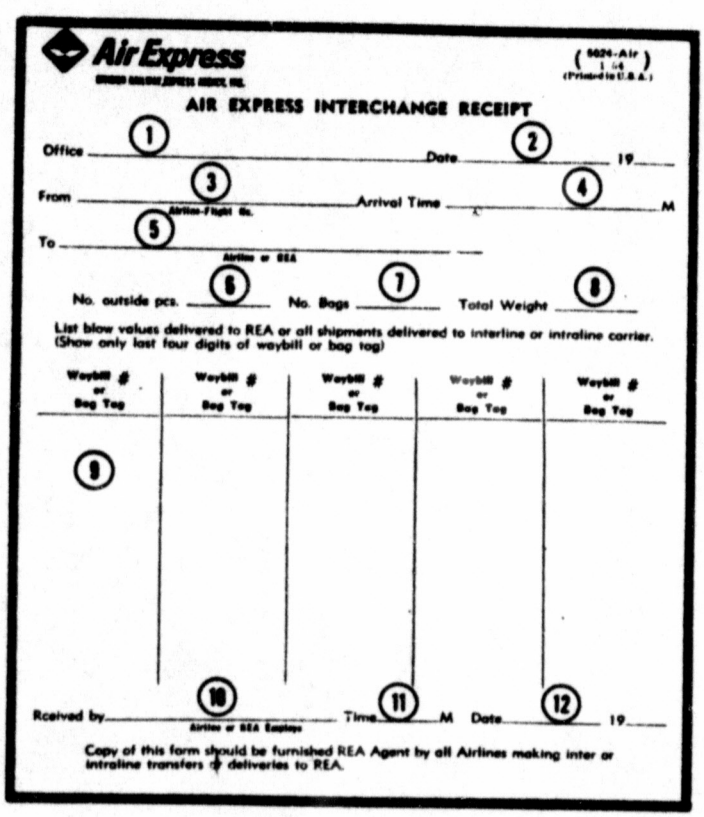
(1) WAYBILL OR TAG NO.	(2) ORIGIN	(3) DESTINATION OF SHIPMENT	(4) DESTINATION AIRPORT	(5) ARTICLE OR BAG SEAL NUMBER	(6) NO. OF PCS.	(7) VALUE	(8) WEIGHT	(9) REMARKS—PRIORITY	
									1
									2
									3
									4
									5
									6
									7
									8
									9
									10
									11
									12
									13
									14
									15
									16
									17
									18
									19
									20

Signature Air Line Employe _____ No. Pcs. _____ (Time) _____ Signature Railway Express Employe _____ No. Pcs. _____ (Time) _____

A E S 5024-AIR

AIR EXPRESS INTERCHANGE RECEIPT

This form is used at airports to record the turnover of air express from the airline to R E A or from one airline to another. Only the total number of pieces and weight is reported except for value traffic which should be specifically identified by waybill number.



Air Express

(5024-Air 1-64 (Printed in U.S.A.))

AIR EXPRESS INTERCHANGE RECEIPT

Office (1) Date (2) 19

From (3) Arrival Time (4) M
Airline-Flight No.

To (5)
Airline or REA

No. outside pcs. (6) No. Bags (7) Total Weight (8)

List blow values delivered to REA or all shipments delivered to interline or intraline carrier. (Show only last four digits of waybill or bag tag)

Waybill # or Bag Tag	Waybill # or Bag Tag	Waybill # or Bag Tag	Waybill # or Bag Tag	Waybill # or Bag Tag
(9)				

Received by (10) Time (11) M Date (12) 19
Airline or REA Employe

Copy of this form should be furnished REA Agent by all Airlines making inter or intraline transfers or deliveries to REA.

A E S 5024-AIR

AIR EXPRESS INTERCHANGE RECEIPT

EXPLANATION OF SPACE

Space No. on Form	
1	Insert airport at which interchange is made.
2	Insert date on which interchange takes place.
3	Insert airline from which traffic is received.
4	Insert actual arrival time of flight at airline ramp.
5	Insert name of airline to which traffic is being transferred or show R E A if traffic is being turned over to R E A Express.
6	Insert total number of pieces not bagged.
7	Insert number of bags.
8	Insert total weight of all traffic.
9	In these columns insert last four digits of waybill number or bag tags on all values. These shipments may be easily identified by small "red ball" label affixed to shipment immediately above the waybill.
10	Employee receiving the traffic, either airline or R E A Express representative should sign in this space.
11	Insert time the exchange of traffic is made.
12	Insert date the exchange of traffic is made.

- END -

A E S 5025-AIR

AIR EXPRESS INTERCHANGE RECEIPT

This form is used at the larger airports for the same purpose as form 5024-AIR, except it is a multiple entry form and is not used for interchange between airlines.

AIR EXPRESS
Division of RAILWAY EXPRESS AGENCY

(5025-AIR) 9-58 Printed in U.S.A.

AIR EXPRESS INTERCHANGE RECEIPT

OFFICE (1) DATE (2) 19__

AIRLINE (3)

1 Flight No.	2 Flight Arrival Time	3 Time Delivered To REA	4 Number of Pieces	5 Value Shipments Inc. in Col. 4 Total Show last 4 digits of Waybill No.	6 ...ined For
(4)	(5)	(6)	(7)	(8)	(9)

INSTRUCTIONS: New sheet should be used each calendar day to record the turnover of traffic from the various flights of the airline concerned.

A E S 5025-AIR

AIR EXPRESS INTERCHANGE RECEIPT

EXPLANATION OF SPACE

Space No. On Form	
1	Insert airport at which exchange is made.
2	Insert date exchange is made.
3	Insert name of airline from which traffic is received.
4	Insert flight numbers from which traffic is received.
5	Insert actual arrival time of flight at airline ramp, for each flight.
6	Insert time traffic is turned over to R E A Express.
7	Insert number of pieces turned over.
8	Insert last four digits of waybill numbers of value shipments.
9	Signature of R E A Express employee receiving traffic.

-END-

MEMBERSHIP

JOINT COMMITTEE FOR AIR EXPRESS

Co-Chairman for the Airlines:

R. H. Reed
Director - Cargo
PIEDMONT AVIATION, INC.
Smith Reynolds Airport
Winston-Salem, North Carolina 27102

Co-Chairman for REA Express:

T. J. Delutis
Director
Air and International Operations
REA EXPRESS
219 East 42nd Street
New York, New York 10017

Secretary:

G. J. Godbout
AIR TRANSPORT ASSOCIATION OF AMERICA
Suite 831
1000 Connecticut Avenue, N.W.
Washington, D. C. 20036

AIRLINE REPRESENTATIVE MEMBERS
OF THE AIR EXPRESS COMMITTEE:

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Manager - Air Express
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AIR WEST, INC.
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Vice President - Regulatory Affairs
AIRLIFT INTERNATIONAL, INC.
1660 L Street, N.W.
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Assistant Vice President -
Contract and Cargo Sales
ALASKA AIRLINES, INC.
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W. W. Rosenberg
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MEMBERSHIP

JOINT COMMITTEE FOR AIR EXPRESS

AIRLINE REPRESENTATIVE MEMBERSHIP
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Manager - Cargo and Government Sales
ALLEGHENY AIRLINES, INC.
National Airport
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REPRESENTATIVES OF REA EXPRESS:

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A. E. Zimmerman
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MEMBERSHIP

JOINT COMMITTEE FOR AIR EXPRESS

AIRLINE REPRESENTATIVE MEMBERSHIP
OF THE AIR EXPRESS COMMITTEE:

J. N. Mitchell
¢ Manager - Interline Sales
Development and External Affairs
EASTERN AIR LINES, INC.
¢ International Airport
Miami, Florida 33148

¢ Buddy Kilburn
Manager of Military and Air Express
THE FLYING TIGER LINE INC.
¢ 7401 World Way West
International Airport
Los Angeles, California 90009

Robert H. Miller
¢ Manager, Cargo Sales
FRONTIER AIRLINES, INC.
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X
¢ R. P. Hubley
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International Airport
Los Angeles, California 90009

(Representative to be
named)
MOHAWK AIRLINES, INC.
Oneida County Airport
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¢ W. A. Fucigna
Senior Vice President and General Manager
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Manager - Cargo Administration
NORTH CENTRAL AIRLINES, INC.
¢ 7500 Northliner Drive
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MEMBERSHIP

JOINT COMMITTEE FOR AIR EXPRESS

AIRLINE REPRESENTATIVE MEMBERSHIP
OF THE AIR EXPRESS COMMITTEE:

¢ V. S. Amico
Account Executive - Mail and Express
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¢ J. F. Kennedy International Airport
Cargo Building 84
Jamaica, New York 11430

¢ R. D. Coiner
Director - Mail and Express
NORTHWEST AIRLINES, INC.
Minneapolis/St. Paul International Airport
St. Paul, Minnesota 55111

¢ R. L. Haley
Director - Cargo Division
OZARK AIR LINES, INC.
¢ Post Office Box 10007
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St. Louis, Missouri 63145

X J. E. Gillham
Manager - Cargo Procedures
PAN AMERICAN WORLD AIRWAYS, INC.
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C. G. Brown, Jr.
¢ Senior Vice President
PIEDMONT AVIATION, INC.
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¢ R. L. Salisbury
Vice President - Sales & Service
SAN FRANCISCO AND OAKLAND
HELICOPTER AIRLINES, INC.
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● Howard Brooks
Director - Mail, Express & U.S. Gov't Sales
SEABOARD WORLD AIRLINES, INC.
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R. E. Kale
Director - Cargo Sales
SOUTHERN AIRWAYS, INC.
Atlanta Airport
Atlanta, Georgia 30320

MEMBERSHIP

JOINT COMMITTEE FOR AIR EXPRESS

AIRLINE REPRESENTATIVE MEMBERSHIP
OF THE AIR EXPRESS COMMITTEE:

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Director - Cargo Sales
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Henry Bartelt
Director - Cargo Sales
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MEMBERSHIP

JOINT COMMITTEE FOR AIR EXPRESS

ACCOUNTING PROCEDURES SUBCOMMITTEE

Co-Chairman for the Airlines:
L. J. Celi
Manager - Statistical Research
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Co-Chairman for REA EXPRESS:
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AIRLINE REPRESENTATIVES:

R. W. Bussen
Director - Revenue Accounting
ALLEGHENY AIRLINES, INC.
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D. C. Lee
General Auditor
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Atlanta, Georgia 30320

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Miami, Florida 33148

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Profit Planning and Analysis Division
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R. F. Maixner
Controller
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MEMBERSHIP

JOINT COMMITTEE FOR AIR EXPRESS

ADVERTISING SUBCOMMITTEE

Co-Chairman for the Airlines:

(Representative to be named)

Co-Chairman for REA Express:

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MEMBERSHIP

JOINT COMMITTEE FOR AIR EXPRESS

SERVICES SUBCOMMITTEE

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MEMBERSHIP

JOINT COMMITTEE FOR AIR EXPRESS

SERVICES SUBCOMMITTEE
(continued)

AIRLINE REPRESENTATIVES:

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Assistant Director
Air and International Operations
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Regional Manager
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Metropolitan Airport
Detroit, Michigan 48242

MEMBERSHIP

JOINT COMMITTEE FOR AIR EXPRESS

SALES SUBCOMMITTEE

Co-Chairman for the Airlines:

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Co-Chairman for REA Express:

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Director - Air Express Sales
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New York, New York 10017

AIRLINE REPRESENTATIVES:

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Manager - Cargo and Government Sales
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¢ Washington National Airport
Washington, D. C. 20001

J. R. Pogue
Manager - Cargo
DELTA AIR LINES, INC.
¢ Continental Colony Parkway
Atlanta, Georgia 30331

X

¢ Buddy Kilburn
Manager - Military and Air Express
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International Airport
Los Angeles, California 90009

XX
¢ Richard Miller
Manager - Air Express Sales & Service
TRANS WORLD AIRLINES, INC.
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New York, New York 10016

R. L. Jones
¢ Manager - Mail and Express
Sales and Service Development
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Henry Bartelt
Director - Cargo Sales
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REA EXPRESS REPRESENTATIVES:

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Regional Sales Manager -
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Stephen N. Finkle
Director - Sales Promotion
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219 East 42nd Street
New York, New York 10017

Dale Nicely
Regional Sales Manager -
Air Express
REA EXPRESS
2500 Newark Street
Detroit, Michigan 48216

MEMBERSHIP

JOINT COMMITTEE FOR AIR EXPRESS

TARIFFS SUBCOMMITTEE

Co-Chairman for the Airlines:
W. H. Clarke
Manager of Freight Tariffs
AMERICAN AIRLINES, INC.
633 Third Avenue
New York, New York 10017

Co-Chairman for REA EXPRESS:
T. J. Delutis
Director
Air and International Operations
REA EXPRESS
219 East 42nd Street
New York, New York 10017

AIRLINE REPRESENTATIVES:

John C. Damhorst
Manager of Tariffs
DELTA AIR LINES, INC.
Atlanta Airport
Atlanta, Georgia 30320

Frank J. Supple
Manager - Cargo Rates and Tariffs
EASTERN AIR LINES, INC.
International Airport
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Jack Foster
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Nissim I. Levis
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Edward Wooley
Manager of Cargo Pricing Development
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P.O. Box 66100
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REA EXPRESS REPRESENTATIVES:

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G. T. Miano
Manager - Express Tariffs
REA EXPRESS
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J. R. Stafford
System Representative
Tariff Application
REA EXPRESS
433 West Harrison Street
Chicago, Illinois 60607

Express Service
Investigation
CAB Docket 22388

Exhibit PA-121
Page 1 of 2

THE AIRLINES COST OF HANDLING AIR EXPRESS TRAFFIC DIRECTLY WITH THE GENERAL PUBLIC CURRENTLY EXCEEDS $1.5 MILLION

A. Estimated Number of Express Shipments Contained in the Air Carrier Survey of November, 1970

Total Express Pieces Reported in the Survey		
Enplaned	326,009	
Deplane.	325,854	
Total	651,863	
Reported Express Pieces and Shipments Handled by REA		
Pieces	964,500	
Shipments	670,400	
Pieces per Shipment	1.44	
Estimated Total Express Shipments Reported in the Air Carrier Survey		
Enplaned	226,395	
Deplaned	226,288	
Total	452,683	
Originating Shipments at .64	144,893	
Termination Shipments at .64	144,824	
		Percent
Shipments Received by Airline from Shipper	7,135	4.92%
Shipments Delivered by Consignee by Airline	4,517	3.12
Shipments Airline Handled from either Consignor or to Consignee.	11,652	8.03%

THE AIRLINES COST OF HANDLING AIR EXPRESS TRAFFIC DIRECTLY WITH THE GENERAL PUBLIC CURRENTLY EXCEEDS $1.5 MILLION

B. Annual Costs Incurred By The Participating Carriers For Handling Express Traffic With The Public, Using REA Unit Costs

Line	Item	Amount
	REA Terminal Expenses at Origin and Destination	
1	Per Originating Pieces	$1.0700
2	Per Originating Shipment	$1.4256
	Annual Shipments and Pieces Handled by Airline Personnel, One Week Survey	
	Shipments Received and Delivered:	
3	Pieces	17,825
4	Shipments	11,652
	Express from Other Flights:	
5	Pieces	18,243
6	Shipments	12,669
	Total Express Handled Directly by the Carriers:	
7	Pieces	36,068
8	Shipments	24,321
	Originated Express Handled by the Carriers:	
9	Pieces	11,542
10	Shipments	7,783
	Annual Shipments and Pieces Originated Which were Handled by the Carriers:	
11	Pieces	758,309
12	Shipments	511,343
	Annual Expense Incurred by the Carriers for Handline Express in Lieu of REA at the REA unit Cost:	
13	Pieces $(000) @1.0700	$ 811
14	Shipments $(000) @1.4256	729
15	Total $(000)	$1,540

Source: Page 1 from Exhibit PC-461, Docket 22387.
Page 2 from Exhibit PC-R-834, Docket 22387.

Express Service
Investigation
CAB Docket 22388

Exhibit PA-304
Page 1 of 23

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

Allegheny

1. Total Stations In Survey Week (Responded) 58
2. Total Departures In Survey Week 5,365
3. Number of Departures Leaving Cargo Behind Due to Space &/or Weight Limits 1/ 79
4. Listing of Flights Leaving Cargo Behind

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Akron-Canton	3/22	569	9:01-10:00 PM	1
	3/23	569	9:01-10:00 PM	1
	3/24	569	9:01-10:00 PM	1
	3/25	569	9:01-10:00 PM	1
	3/26	572	8:01-9:00 AM	1
		569	9:01-10:00 PM	1
Baltimore	3/24	851	8:01-9:00 AM	4
		403	9:01-10:00 AM	2
		405	10:01-11:00 AM	4
	3/26	403	8:01-9:00 AM	4
		525	7:01-8:00 PM	4
Buffalo	3/26	521	8:01-9:00 PM	1
Chicago-O'Hare	3/22	546	4:01-5:00 PM	2
	3/23	241	8:01-9:00 AM	4
		249	4:01-5:00 PM	2
	3/25	251	5:01-6:00 PM	2
	3/26	241	8:01-9:00 AM	4
		245	11:01-12:00 N	2
		251	5:01-6:00 PM	2
	3/27	245	11:01-12:00 N	2
	3/28	245	11:01-12:00 N	2
Columbus	3/25	830	10:01-11:00 PM	1
	3/26	830	10:01-11:00 PM	1
Detroit	3/23	572	7:01-8:00 AM	2
		570	10:01-11:00 AM	1
		528	5:01-6:00 PM	1
		596	6:01-7:00 PM	1
	3/24	572	7:01-8:00 AM	2
		570	10:01-11:00 AM	1
	3/25	570	10:01-11:00 AM	1
	3/26	572	7:01-8:00 AM	2
	3/27	626	7:01-8:00 AM	2

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

Allegheny

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Indianapolis	3/23	576	6:01-7:00 AM	2
		246	12:01-1:00 PM	3
Jamestown, New York	3/27	495	8:01-9:00 AM	1
Memphis	3/26	812	11:01-12:00 N	2
		822	4:01-5:00 PM	1
		868	6:01-7:00 PM	1
Middletown, Pa.	3/24	NA	7:01-8:00 AM	1
Nashville	3/25	860	12:01-1:00 PM	1
		822	5:01-6:00 PM	1
New Haven	3/22	487	8:01-9:00 PM	2
Philadelphia	3/23	830	12:01-1:00 AM	1
		480	7:01-8:00 PM	3
	3/24	691	7:01-8:00 AM	1
		801	9:01-10:00 AM	3
		604	6:01-7:00 PM	4
	3/25	830	12:01-1:00 AM	1
		806	11:01-12:00 N	4
	3/26	691	7:01-8:00 AM	1
		810	4:01-5:00 PM	6
		733	10:01-11:00 PM	1
	3/27	691	7:01-8:00 AM	1
Philipsburg	3/22	607	7:01-8:00 PM	1
	3/23	604	5:01-6:00 PM	1
		607	7:01-8:00 PM	1
	3/24	600	10:01-11:00 AM	2
		601	10:01-11:00 AM	1
		604	5:01-6:00 PM	1
		607	7:01-8:00 PM	1
	3/25	600	10:01-11:00 AM	2
		601	10:01-11:00 AM	2
	3/26	607	7:01-8:00 PM	1
Pittsburgh	3/22	NA	7:01-8:00 AM	7
	3/23	519	6:01-7:00 PM	8
	3/24	572	9:01-10:00 AM	10
		595	2:01-3:00 PM	10
	3/25	NA	8:01-9:00 PM	8
	3/26	595	2:01-3:00 PM	10
		NA	2:01-3:00 PM	10
	3/27	NA	7:01-8:00 AM	5

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

Allegheny

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Pittsburgh (Cont.)	3/27	563	1:01-2:00 PM	5
		NA	4:01-5:00 PM	8
Providence	3/23	841	6:01-7:00 AM	1
	3/26	NA	3:01-4:00 PM	2
Williamsport	3/23	604	5:01-6:00 PM	1
	3/24	604	5:01-6:00 PM	1
Youngstown	3/22	596	7:01-8:00 PM	1
	3/25	596	7:01-8:00 PM	1

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

American

1. Total Stations in Survey (Responded) 39
2. Total Departures in Survey Week 7,219
3. Number of Departures Leaving Cargo Behind due to Space &/or Weight Limits 1/ 110
4. Listing of Flights Leaving Cargo Behind

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Albany	3/22	499	8:01-9:00 PM	1
		298	10:01-11:00 PM	1
	3/23	298	10:01-11:00 PM	1
	3/24	298	10:01-11:00 PM	1
	3/25	298	10:01-11:00 PM	1
	3/26	298	10:01-11:00 PM	1
Boston	3/27	83	7:01-8:00 AM	4
Buffalo	3/22	546	8:01-9:00 PM	2
	3/23	139	6:01-7:00 PM	2
		NA	8:01-9:00 PM	2
	3/25	499	9:01-10:00 PM	2
	3/26	546	8:01-9:00 PM	2
		266	9:01-10:00 PM	2
	3/27	426	10:01-11:00 AM	2
		562	6:01-7:00 PM	1
Chicago-O'Hare	3/22	634	11:01-12:00 N	12
		648	5:01-6:00 PM	10
		65	11:01-12:00 M	3
	3/23	193	12:01-1:00 AM	1
		293	8:01-9:00 AM	7
		65	11:01-12:00 M	3
	3/24	193	12:01-1:00 AM	1
		501	6:01-7:00 AM	3
		196	7:01-8:00 AM	6
		634	12:01-1:00 AM	11
		507	6:01-7:00 PM	7
		65	11:01-12:00 N	3
	3/25	193	12:01-1:00 AM	1
		569	11:01-12:00 N	12

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

American

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Chicago (cont.)	3/25	178	9:01-10:00 PM	3
		65	11:00-12:00 M	3
	3/26	193	12:01-1:00 AM	1
		65	11:01-12:00 M	3
	3/27	193	12:01-1:00 AM	1
		298	7:01-8:00 PM	6
Cincinnati	3/25	350	11:01-12:00 N	2
		400	7:01-8:00 AM	3
		646	6:01-7:00 PM	1
Cleveland	3/23	669	7:01-8:00 AM	2
		482	9:01-10:00 AM	4
		38	9:01-10:00 PM	2
	3/24	36	6:01-7:00 AM	2
	3/27	373	6:01-7:00 AM	1
Dallas	3/24	232	1:01-2:00 PM	6
Detroit	3/23	512	7:01-8:00 AM	4
		419	4:01-5:00 PM	5
		65	10:01-11:00 PM	1
		193	11:01-12:00 M	1
	3/24	193	11:01-12:00 M	1
	3/26	512	7:01-8:00 AM	4
		65	10:01-11:00 PM	1
		193	11:01-12:00 M	1
	3/27	65	10:01-11:00 PM	1
El Paso	3/27	116	12:01-1:00 PM	2
Los Angeles	3/22	36	11:01-12:00.M	4
		78	11:01-12:00 M	4
		88	11:01-12:00 M	4
	3/23	350	12:01-1:00 AM	2
		NA	12:01-1:00 PM	7
	3/24	78	11:01-12:00 M	4

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

American

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Los Angeles (Cont.)	3/26	78	11:01-12:00 M	4
	3/27	68	8:01-9:00 AM	9
		96	12:01-1:00 PM	6
Memphis	3/23	341	9:01-10:00 PM	1
	3/25	300	7:01-8:00 AM	3
		341	9:01-10:00 PM	1
Nashville	3/23	628	2:01-3:00 AM	1
	3/25	350	9:01-10:00 AM	4
		269	9:01-10:00 AM	4
	3/26	350	9:01-10:00 AM	3
		646	4:01-5:00 PM	2
	3/27	628	2:01-3:00 AM	1
		599	4:01-5:00 AM	1
		646	4:01-5:00 PM	2
New York-JFK	3/22	49	11:01-12:00 M	3
	3/24	49	11:01-12:00 M	3
	3/25	544	7:01-8:00 PM	4
		49	11:01-12:00 M	3
	3/26	NA	7:01-8:00 AM	4
		NA	9:01-10:00 AM	5
		NA	6:01-7:00 PM	3
		NA	11:01-12:00 PM	3
	3/27	295	9:01-10:00 AM	8
	3/28	NA	9:01-10:00 AM	5
New York-LaGuardia	3/25	505	6:01-7:00 AM	1
		539	7:01-8:00 AM	10
		587	10:01-11:00 AM	7
	3/26	539	7:01-8:00 AM	10
	3/27	NA	9:01-10:00 AM	8
		NA	2:01-3:00 PM	6
		464	3:01-4:00 PM	4
	3/28	NA	1:01-2:00 PM	10

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RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

American

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Philadelphia	3/22	159	8:01-9:00 AM	1
	3/24	159	8:01-9:00 AM	1
	3/25	159	8:01-9:00 AM	1
	3/28	159	8:01-9:00 AM	1
Phoenix	3/25	118	9:01-10:00 AM	3
		54	5:01-6:00 PM	4
	3/26	118	9:01-10:00 AM	3
	3/27	280	8:01-9:00 AM	2
Pittsburgh	3/22	146	9:01-10:00 PM	1
		140	11:00-12:00 M	1
	3/23	140	11:01-12:00 M	1
	3/26	140	11:01-12:00 M	1
Rochester	3/27	577	5:01-6:00 PM	2
St. Louis	3/23	38	6:01-7:00 PM	3
	3/26	514	6:01-7:00 PM	3
	3/27	291	8:01-9:00 AM	3
Tucson	3/25	246	2:01-3:00 AM	1
	3/27	130	9:01-10:00 AM	1

RESULTS OF PARTICIPATING AIRLINE ' CARGO SURVEY

(In Response to Request III-5)

Continental

1. Total Stations in the Survey (Responded) 30
2. Total Departures in Survey Week 2,915
3. Number of Departures Leaving Cargo Behind Due To Space &/or Weight Limits 1/ 25
4. Listing of Flights Leaving Cargo Behind

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Albuquerque	3/25	NA	5:01-6:00 PM	1
	3/27	134	8:01-9:00 AM	2
Chicago	3/26	615	12:01-1:00 PM	2
Dallas	3/26	177	10:01-11:00 PM	1
Denver	3/23	427	10:01-11:00 PM	3
	3/24	141	7:01-8:00 AM	3
		133	11:01-12:00 N	3
		425	4:01-5:00 PM	3
		429	6:01-7:00 PM	5
		151	10:01-11:00 PM	3
		427	10:01-11:00 PM	3
	3/25	141	7:01-8:00 AM	3
	3/26	166	12:01-1:00 PM	1
		425	4:01-5:00 PM	3
	3/27	425	4:01-5:00 PM	3
		429	6:01-7:00 PM	5
Los Angeles	3/22	108	7:01-8:00 AM	4
	3/23	12	12:01-1:00 AM	3
		606	12:01-1:00 AM	3
		108	7:01-8:00 AM	4
	3/24	108	7:01-8:00 AM	4
	3/26	108	7:01-8:00 AM	4
		60	10:01-11:00 AM	2
	3/27	12	12:01-1:00 AM	3
		108	7:01-8:00 AM	4

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

Delta

1. Total Stations In Survey Week (Responded) 59
2. Total Departures In Survey Week 8,084 2/
3. Number of Departures Leaving Cargo Behind Due to Space &/or Weight Limits 1/ 236
4. Listing of Flights Leaving Cargo Behind

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Atlanta	3/25	391	12:01-1:00 AM	19
		649	9:01-10:00 AM	2
		711	4:01-5:00 PM	26
		753	4:01-5:00 PM	26
		832	4:01-5:00 PM	26
	3/26	391	12:01-1:00 AM	19
		699	12:01-1:00 AM	19
		791	6:01-7:00 AM	25
		725	10:01-11:00 AM	33
		742	10:01-11:00 AM	33
		823	10:01-11:00 AM	33
		305	11:01-12:00 N	6
		360	11:01-12:00 N	6
		751	12:01-1:00 PM	19
		703	4:01-5:00 PM	26
		306	4:01-5:00 PM	26
		369	4:01-5:00 PM	26
	3/27	692	12:01-1:00 AM	19
		170	6:01-7:00 AM	25
		770	6:01-7:00 AM	25
		350	6:01-7:00 AM	25
		695	6:01-7:00 AM	25
		616	6:01-7:00 AM	25
		309	6:01 7:00 AM	25
		391	6:01-7:00 AM	25
		999	6:01-7:00 AM	25
		11	7:01-8:00 AM	2
		742	10:01-11:00 AM	33
		900	10:01-11:00 AM	33
		410	10:00-11:00 AM	33
		332	10:01-11:00 AM	33
		306	4:01-5:00 PM	26
		644	4:01-5:00 PM	26

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

Delta

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Atlanta (Cont.)	3/28	44	6:01-7:00 AM	25
		900	10:01-11:00 AM	33
		531	10:00-11:00 AM	33
		605	10:01-11:00 AM	33
		110	4:01-5:00 PM	26
Augusta	3/22	329	9:01-10:00 PM	2
	3/23	329	9:01-10:00 PM	2
	3/25	329	9:01-10:00 PM	2
		385	10:01-11:00 PM	1
	3/26	640	1:01-2:00 PM	2
		450	2:01-3:00 PM	1
	3/27	791	4:01-5:00 AM	1
		307	7:01-8:00 AM	2
		649	11:01-12:00 N	1
Baltimore	3/22	875	9:01-10:00 PM	1
	3/23	971	8:01-9:00 AM	1
		875	9:01-10:00 PM	1
	3/24	971	8:01-9:00 AM	1
		875	9:01-10:00 PM	1
	3/25	927	7:01-8:00 AM	1
		971	8:01-9:00 AM	1
		875	9:01-10:00 PM	1
	3/26	875	9:01-10:00 PM	1
Birmingham	3/22	391	12:01-1:00 AM	2
	3/24	824	12:01-1:00 AM	2
	3/26	391	12:01-1:00 AM	2
Charlotte	3/25	327	2:01-3:00 PM	1
	3/26	727	10:01-11:00 AM	2
		327	2:01-3:00 PM	1
	3/27	327	2:01-3:00 PM	1
Chicago	3/22	345	6:01-7:00 AM	7
		NA	11:01-12:00 M	1
	3/23	NA	1:01-2:00 AM	2
		291	2:01-3:00 AM	1
		NA	5:01-6:00 PM	4
		599	11:01-12:00 M	1
		999	1:01-2:00 AM	2
		291	2:01-3:00 AM	1
		599	11:01-12:00 M	1
	3/25	999	1:01-2:00 AM	2

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVLY

(In Response to Request III-5)

Delta

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Chicago (Cont.)	3/25	691	1:01-2:00 AM	2
		291	2:01-3:00 AM	1
		NA	2:01-3:00 AM	1
		755	6:01-7:00 AM	4
		865	6:01-7:00 PM	7
		599	11:01-12:00 M	1
	3/26	999	1:01-2:00 AM	1
		291	2:01-3:00 AM	1
		NA	3:01-4:00 AM	1
		353	7:01-8:00 PM	5
		781	9:01-10:00 PM	2
		599	11:01-12:00 M	1
	3/27	NA	1:01-2:00 AM	2
		291	2:01-3:00 AM	1
		645	6:01-7:00 AM	3
		961	6:01-7:00 AM	3
		819	8:01-9:00 AM	2
		775	10:01-11:00 AM	6
		765	10:01-11:00 AM	6
		861	12:01-1:00 PM	1
Cincinnati	3/24	614	12:01-1:00 AM	1
	3/27	655	1:01-2:00 AM	2
Columbus,Ga.	3/22	328	10:01-11:00 PM	1
Columbus, Ohio	3/23	639	7:01-8:00 AM	1
	3/25	NA	5:01-6:00 PM	1
	3/27	695	3:01-4:00 AM	1
Columbia,SC	3/26	658	2:01-3:00 PM	1
		334	5:01-6:00 PM	1
		329	8:01-9:00 PM	1
	3/27	658	2:01-3:00 PM	1
Dallas	3/23	287	2:01-3:00 AM	3
		170	2:01-3:00 AM	3
		824	10:01-11:00 PM	2
		580	11:01-12:00 M	2
	3/24	287	2:01-3:00 AM	3
		883	7:01-8:00 AM	3
	3/25	170	2:01-3:00 AM	3
		824	10:01-11:00 PM	2
	3/26	287	2:01-3:00 AM	3

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

Delta

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Dallas (Cont.)	3/26	170	2:01-3:00 AM	3
		824	10:01-11:00 PM	2
	3/27	883	8:01-9:00 AM	3
Dayton	3/23	695	4:01-5:00 AM	1
	3/27	695	4:01-5:00 AM	1
Detroit	3/25	593	12:01-1:00 AM	1
		673	7:01-8:00 AM	6
	3/26	593	12:01-1:00 AM	1
Evansville	3/24	340	7:01-8:00 AM	1
	3/25	367	2:01-3:00 PM	1
Ft.Lauderdale	3/25	692	9:01-10:00 AM	1
Greensboro, SC	3/22	390	10:01-11:00 PM	1
	3/23	NA	1:01-2:00 AM	1
		NA	7:01-8:00 AM	1
		287	9:01-10:00 PM	1
		390	10:01-11:00 PM	1
	3/24	NA	1:01-2:00 AM	1
		287	9:01-10:00 PM	1
		390	10:01-11:00 PM	1
	3/25	NA	1:01-2:00 AM	1
		NA	7:01-8:00 AM	1
		390	10:01-11:00 PM	1
	3/26	390	10:01-11:00 PM	1
Houston	3/23	998	2:01-3:00 AM	1
	3/25	998	2:01-3:00 AM	1
Indianapolis	3/25	NA	9:01-10:00 AM	1
	3/27	NA	1:01-2:00 AM	1
Knoxville	3/26	697	11:01-12:00 N	1
Los Angeles	3/26	174	1:01-2:00 AM	1
		102	7:01-8:00 AM	1
		110	8:01-9:00 AM	2
		44	10:01-11:00 PM	1
	3/27	174	1:01-2:00 AM	1
		102	7:01-8:00 AM	1
		110	8:01-9:00 AM	2
Louisville	3/27	462	2:01-3:00 PM	2

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

Delta

Stations	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Memphis	3/23	184	2:01-3:00 AM	3
		354	5:01-6:00 PM	3
		448	8:01-9:00 PM	6
		603	9:01-10:00 PM	4
	3/24	184	2:01-3:00 AM	3
		593	2:01-3:00 AM	3
	3/25	598	1:01-2:00 AM	3
		690	6:01-7:00 AM	1
		352	7:01-8:00 AM	1
		768	10:01-11:00 AM	2
		611	5:01-6:00 PM	2
		801	6:01-7:00 PM	3
	3/26	391	1:01-2:00 AM	3
		593	2:01-3:00 AM	3
		184	2:01-3:00 AM	3
		611	4:01-5:00 PM	5
		664	4:01-5:00 PM	5
		354	5:01-6:00 PM	3
		603	8:01-9:00 PM	7
	3/27	391	1:01-2:00 AM	3
		590	1:01-2:00 AM	3
		598	1:01-2:00 AM	3
		593	2:01-3:00 AM	3
		599	2:01-3:00 AM	3
		184	2:01-3:00 AM	3
		403	9:01-10:00 AM	7
		605	11:01-12:00 N	4
		459	11:01-12:00 N	4
		773	7:01-8:00 PM	3
		777	8:01-9:00 PM	7
Miami	3/22	252	9:01-10:00 PM	3
	3/23	NA	9:01-10:00 PM	3
	3/24	748	6:01-7:00 PM	2
		884	9:01-10:00 PM	3
		NA	9:01-10:00 PM	3
	3/25	238	5:01-6:00 PM	1
		252	9:01-10:00 PM	3
	3/26	136	3:01-4:00 PM	4
		238	5:01-6:00 PM	2
		884	9:01-10:00 PM	3

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

Delta

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Miami (Cont.)	3/27	NA	3:01-4:00 PM	4
	3/28	NA	3:01-4:00 PM	4
Newark	3/22	685	9:01-10:00 PM	2
	3/23	973	7:01-8:00 AM	1
	3/24	973	7:01-8:00 AM	1
	3/25	685	9:01-10:00 PM	2
	3/26	685	9:01-10:00 PM	2
New Orleans 2/	3/25	NA	4:01-5:00 PM	4
	3/26	415	6:01-7:00 PM	6
New York-JFK	3/23	175	2:01-3:00 AM	1
		431	7:01-8:00 AM	1
		901	8:01-9:00 AM	2
	3/24	175	2:01-3:00 AM	1
		431	7:01-8:00 AM	1
	3/25	431	7:01-8:00 AM	1
	3/26	163	1:01-2:00 PM	2
		885	9:01-10:00 PM	2
	3/27	175	2:01-3:00 AM	1
		431	7:01-8:00 AM	1
		NA	1:01-2:00 PM	2
	3/28	175	2:01-3:00 AM	1
Philadelphia	3/23	971	7:01-8:00 AM	2
	3/24	971	7:01-8:00 AM	2
		705	7:01-8:00 AM	2
		729	9:01-10:00 AM	1
		405	1:01-2:00 PM	1
	3/25	921	2:01-3:00 PM	1
		971	7:01-8:00 AM	2
		705	7:01-8:00 AM	2
		921	2:01-3:00 PM	1
	3/26	971	7:01-8:00 AM	2
		705	7:01-8:00 AM	2
		729	9:01-10:00 AM	1
		405	1:01-2:00 PM	1
	3/27	971	7:01-8:00 AM	2
		705	7:01-8:00 AM	2
		729	9:01-10:00 AM	1

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RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

Delta

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Raleigh-Durham	3/23	287	8:01-9:00 PM	1
	3/26	343	12:01-1:00 PM	1
Shreveport	3/25	590	12:01-1:00 AM	2
St. Louis	3/24	459	10:01-11:00 AM	1
San Francisco	3/22	180	10:01-11:00 PM	1
	3/23	896	1:01-2:00 AM	1
Tampa	3/22	800/23	8:01-9:00 AM	1
	3/25	NA	6:01-7:00 PM	3
		754	10:01-11:00 PM	2
	3/27	894	3:01-4:00 PM	1
		NA	4:01-5:00 PM	2
		NA	6:01-7:00 PM	3

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

Frontier

1. Total Stations in Survey (Responded) 74
2. Total Departures in Survey Week 3,394
3. Number of Departures Leaving Cargo Behind Due to Space &/or Weight Limits 1/ 34
4. Listing of Flights Leaving Cargo Behind

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Alamogordo	3/25	512	8:01-9:00 AM	1
Albuquerque	3/24	591	11:01-12:00 N	3
		515	9:01-10:00 PM	2
Denver	3/23	522	10:00-11:00 AM	2
		526	5:01-6:00 PM	4
	3/24	65	2:01-3:00 PM	4
		585	6:01-7:00 PM	10
	3/26	87	7:01-8:00 PM	4
Grand Junction	3/24	62	12:01-1:00 PM	1
Great Falls	3/26	222	9:01-10:00 AM	2
Liberal	3/22	526	4:01-5:00 PM	1
	3/23	501	11:00-12:00 N	2
		526	4:01-5:00 PM	1
	3/26	501	11:01-12:00 N	2
		526	4:01-5:00 PM	1
Lincoln	3/24	663	6:01-7:00 PM	1
Little Rock	3/24	544	8:01-9:00 AM	2
		526	12:01-1:00 PM	1
		542	1:01-2:00 PM	1
		548	6:01-7:00 PM	2
Manhattan Kansas	3/26	550	10:01-11:00 AM	1
Memphis	3/25	526	11:01-12:00 N	1
		548	5:01-6:00 PM	2

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RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

Frontier

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Oklahoma City	3/22	526	3:01-4:00 PM	2
Phoenix	3/27	NA	7:01-8:00 AM	2
Pueblo	3/26	518	9:01-10:00PM	1
Salina	3/23	558	9:01-10:00 PM	1
	3/24	594	3:01-4:00 PM	1
		559	7:01-8:00 PM	1
		558	9:01-10:00 PM	1
	3/26	558	9:01-10:00 PM	1
Salt Lake City	3/23	614	1:01-2:00 PM	2
		624	6:01-7:00 PM	2
		528	9:01-10:00 PM	1

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

Northeast

1. Total Stations in Survey (Responded) 26
2. Total Departures in Survey Week 1,276
3. Number of Departures Leaving Cargo Behind Due to Space &/or Weight Limits[1/] 26
4. Listing of Flights Leaving Cargo Behind

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Boston[3/]	4/29	390	7:01-8:00 AM	8
		304	11:01-12:00 N	4
	5/1	301	7:01-8:00 AM	10
		370	8:01-9:00 AM	6
		251	9:01-10:00 AM	4
	5/2	49	9:01-10:00 PM	1
Miami	3/23	30	1:01-2:00 AM	1
	3/24	30	1:01-2:00 AM	1
	3/25	38	8:01-9:00 AM	4
	3/26	30	1:00-2:00 AM	1
New York-JFK	3/22	30	4:01-5:00 AM	1
		8	1:01-2:00 PM	1
		12	4:01-5:00 PM	1
		54	5:01-6:00 PM	4
	3/24	29	1:01-2:00 AM	1
		30	4:01-5:00 AM	1
	3/25	30	4:01-5:00 AM	1
		8	1:01-2:00 PM	1
		12	4:01-5:00 PM	1
		NA	5:01-6:00 PM	4
	3/26	29	1:01-2:00 AM	1
		30	4:01-5:00 AM	1
		8	1:01-2:00 PM	1
		NA	4:01-5:00 PM	1
	3/27	NA	4:01-5:00 AM	1
Philadelphia	3/23	306	7:01-8:00 AM	1

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

United 4/

1. Total Stations In Survey Week (Responded) 79
2. Total Departures in Survey Week 9,283
3. Number of Departures Leaving Cargo Behind Due To Space &/or Weight Limits 1/ 140
4. Listing of Flights Leaving Cargo Behind

Stations	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Atlanta	3/30	402	9:01-10:00 AM	2
		327	11:01-12:00 N	5
	3/31	402	9:01-10:00 AM	2
	4/1	402	9:01-10:00 AM	2
	4/2	402	9:01-10:00 AM	2
		384	12:00-1:00 PM	5
	4/3	402	9:00-10:00 AM	2
Baltimore	3/31	731	8:01-9:00 AM	3
		319	9:01-10:00 AM	2
	4/1	319	9:00-10:00 AM	2
Boston	4/1	NA	8:01-9:00 AM	2
	4/2	NA	8:01-9:00 AM	2
Chicago-Midway	3/30	NA	9:01-10:00 AM	4
		NA	6:01-7:00 PM	6
	3/31	NA	6:01-7:00 PM	6
	4/1	NA	6:01-7:00 PM	6
	4/2	NA	2:01-3:00 PM	4
		NA	6:01-7:00 PM	6
Chicago-O'Hare	3/30	316	6:01-7:00 AM	5
		156	7:01-8:00 AM	10
		346	7:01-8:00 AM	10
		143	9:01-10:00 AM	11
		341	12:01-1:00 PM	16
		110	10:01-11:00 PM	7
	3/31	136	7:01-8:00 AM	9
		152	6:01-7:00 PM	16
		533	9:01-10:00 PM	7

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

United

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Chicago-O'Hare (Cont.)	4/1	NA	7:01-8:00 AM	10
		NA	7:01-8:00 AM	10
		NA	10:01-11:00 AM	14
		NA	12:01-1:00 PM	15
		NA	12:01-1:00 PM	15
		NA	12:01-1:00 PM	15
		847	9:01-10:00 PM	14
		279	9:01-10:00 PM	14
	4/2	640	8:01-9:00 AM	14
		759	8:01-9:00 AM	14
		272	8:01-9:00 AM	14
		943	9:01-10:00 AM	11
		477	10:01-11:00 AM	14
		444	11:01-12:00 N	9
		484	11:01-12:00 N	9
		643	12:01-1:00 PM	16
		277	12:01-1:00 PM	16
		171	12:01-1:00 PM	16
		NA	3:01-4:00 PM	14
	4/3	346	6:01-7:00 AM	5
		136	7:01-8:00 AM	9
		640	8:01-9:00 AM	15
		171	12:01-1:00 PM	16
		934	4:01-5:00 PM	11
		644	6:01-7:00 PM	13
	4/4	707	7:01-8:00 AM	8
		647	8:01-9:00 AM	10
		375	9:01-10:00 AM	11
		123	9:01-10:00 AM	11
		NA	1:01-2:00 PM	7
Cleveland	3/30	361	8:01-9:00 AM	4
		474	8:01-9:00 AM	4
		622	8:01-9:00 AM	4
		NA	3:01-4:00 PM	3
	3/31	361	8:01-9:00 AM	4
		622	8:01-9:00 AM	5
		747	9:01-10:00 AM	2
		789	9:01-10:00 AM	2

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

United

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
Cleveland (Cont.)	4/2	361	8:01-9:00 AM	6
		474	8:01-9:00 AM	6
	4/3	361	8:01-9:00 AM	5
		NA	8:01-9:00 AM	5
		981	10:01-11:00 AM	6
		NA	10:01-11:00 AM	6
		642	11:01-12:00 N	8
		270	11:01-12:00 N	8
		NA	11:01-12:00 N	8
		722	2:01-3:00 PM	8
Denver	3/29	176	6:01-7:00 PM	6
	3/30	161	11:01-12:00 N	8
	3/31	916	6:01-7:00 PM	7
		441	7:01-8:00 PM	6
		210	9:01-10:00 PM	1
	4/1	916	6:01-7:00 PM	7
	4/3	161	11:01-12:00 N	5
		750	1:00-2:00 PM	4
		752	2:01-3:00 PM	5
		857	2:01-3:00 PM	5
		167	5:01-6:00 PM	2
	4/4	652	4:01-5:00 PM	7
		916	6:01-7:00 PM	6
Des Moines	3/29	336	10:01-11:00 PM	1
	3/30	336	10:01-11:00 PM	1
	3/31	336	10:01-11:00 PM	1
	4/1	336	10:01-11:00 PM	1
	4/2	336	10:01-11:00 PM	1
	4/3	336	10:01-11:00 PM	1
	4/4	336	10:01-11:00 PM	1
Grand Rapids	3/29	NA	10:01-11:00 PM	1
	3/30	NA	10:01-11:00 PM	1
Los Angeles	3/30	18	2:01-3:00 AM	5
	4/2	NA	3:01-4:00 PM	5
Minneapolis	4/1	562	8:01-9:00 AM	2
	4/2	640	6:01-7:00 AM	1

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

United

Station	Date	Flight No.	Hour Of Day	Total Departures In That Hour
New York-JFK	3/29	161	8:01-9:00 AM	1
	4/1	161	8:01-9:00 AM	1
		43	10:01-11:00 AM	2
New York-LaGuardia	4/1	929	6:01-7:00 PM	4
	4/2	927	5:01-6:00 PM	2
Philadelphia	3/30	NA	11:01-12:00 M	1
	3/31	NA	12:01-1:00 PM	2
	4/2	225	11:01-12:00 M	1
Pittsburgh	3/30	491	12:01-1:00 PM	4
	3/31	822	4:01-5:00 PM	4
	4/1	671	3:01-4:00 PM	3
		608	9:01-10:00 PM	3
Portland	3/30	282	8:01-9:00 AM	6
	3/31	916	2:01-3:00 PM	2
	4/1	156	12:01-1:00 AM	1
	4/2	876	8:01-9:00 AM	6
	4/4	156	12:01-1:00 AM	1
		142	7:01-8:00 AM	3
		274	11:01-12:00 N	3
		916	2:01-3:00 PM	2
San Diego	4/2	464	7:01-8:00 AM	2
	4/3	684	12:01-1:00 AM	1
	4/4	NA	1:01-2:00 PM	1
San Francisco	3/29	NA	12:01-1:00 PM	5
		NA	11:01-12:00 N	1
	3/30	NA	2:01-3:00 AM	2
		NA	9:01-10:00 AM	5
	3/31	NA	8:01-9:00 AM	11
		NA	3:01-4:00 PM	3
	4/2	NA	2:01-3:00 AM	2
		NA	9:01-10:00 AM	6
		NA	12:01-1:00 PM	5
	4/3	NA	12:01-1:00 PM	5
	4/4	NA	2:01-3:00 AM	2
		NA	9:01-10:00 AM	6
		NA	11:01-12:00 N	8
Seattle	4/4	158	12:01-1:00 AM	2
South Bend	4/3	NA	7:01-8:00 AM	1

RESULTS OF PARTICIPATING AIRLINES' CARGO SURVEY

(In Response to Request III-5)

1/ Whenever there were amounts of flights listed in more than one column (space, weight or time) and specific flight numbers were not given, the amounts in both columns were considered duplicates. e.g.

Hour	Total Dep.	Left Behind Due To: space	weight	time to load	Flt. No.
10:01-11:00 AM	7	3	1		

In this case, only three flights are counted as having left traffic behind, because there is no way of knowing if the one flight listed under "weight" is also contained in the three flights listed under "space".

When an amount also appeared in the "time to load" column, the flight was considered as only a time problem and was not considered leaving cargo behind for purposes of this exhibit. e.g.

Hour	Total Dep.	Space	Weight	Time	Flt. No.
10:00-11:00 AM	7	3	1	1	

In this case, only two flights would be considered as having been capacity limited.

2/ Delta's station at New Orleans returned only 6 days of the questionnaire and was tabulated with Sunday, 3/28, missing.

3/ Northeast's station at Boston was unable to complete the survey in the designated week of March 22-28, 1971, and performed it the week of April 26-May 2, 1971.

4/ United Air Lines was not able to complete the survey in the designated week of March 22-28,-1971 and performed it the week of March 29-April 4, 1971.

ESTIMATED ELAPSED TIME FOR SELECTED DOOR-TO-DOOR AIRLINE AIR FREIGHT SERVICE USING ACI CONTRACTORS

Market From - To	Shipper Request Received At	Delivered To Airline By 1/	Min. Time At Origin Airport 2/	Best Departure 3/ Time	Flt. No.	Air-line	Dest. Airport Arrival Time 3/	Min. Time Required At Dest. Airport 2/	Received From Airline By	Delivered To Consignee By 1/	Total Elapsed Time
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1. Los Angeles-Chicago											
a) A to A	2:45 PM (Mon.)	7:00 PM (Mon.)	3 hrs.	10:30 PM (Mon.)	832	AA	4:01 AM (Tues.)	2 hrs.	8:00 AM (Tues.)	12 Noon (Tues.)	19.25 hrs (1st day)
b) A to A	3:15 PM (Mon.)	2:00 PM (Tues.)	3 hrs.	5:00 PM (Tues.)	2	CO	10:33 PM (Tues.)	2 hrs.	8:00 AM (Wed.)	12 Noon (Wed.)	42.75 hrs. (2nd day)
2. Atlanta-Pittsburgh											
a) A to A	11:15 AM (Mon.)	1:00 PM (Mon.)	3 hrs.	5:45 PM (Mon.)	470	UA	7:17 PM (Mon.)	2 hrs.	9:00 AM (Tues.)	1:00 PM (Tues.)	25.75 hrs. (1st day)
b) A to B	11:15 AM (Mon.)	1:00 PM (Mon.)	3 hrs.	5:45 PM (Mon.)	470	UA	7:17 PM (Mon.)	2 hrs.	9:00 AM (Tues.)	2:00 PM (Tues.)	26.75 hrs. (1st day)
c) A to B	4:30 PM (Mon.)	8:00 PM (Mon.)	3 hrs.	9:35 AM (Tues.)	320	EA	11:04 AM (Tues.)	2 hrs.	9:00 AM (Wed.)	2:00 PM (Wed.)	45.50 hrs. (2nd day)
3. Dallas-Philadelphia											
a) A to A	9:45 AM (Mon.)	1:00 PM (Mon.)	3 hrs.	5:15 PM (Mon.)	266	AA	9:14 PM (Mon.)	2 hrs.	9:00 AM (Tues.)	1:00 PM (Tues.)	27.25 hrs. (1st day)
b) D to C	9:45 AM (Mon.)	7:00 PM (Mon.)	3 hrs.	11:59 PM (Mon.)	580	DL	8:06 AM (Tues.)	2 hrs.	9:00 AM (Wed.)	1:00 PM (Wed.)	51.25 hrs. (2nd day)
c) A to A	3:45 PM (Mon.)	7:00 PM (Mon.)	3 hrs.	11:59 PM (Mon.)	580	DL	8:06 AM (Tues.)	2 hrs.	1:00 PM (Tues.)	5:00 PM (Tues.)	25.25 hrs. (1st day)
4. Boston-Los Angeles											
a) A to A	3:45 PM (Mon.)	5:30 PM (Mon.)	3 hrs.	9:05 PM (Mon.)	193	AA	1:54 AM (Tues.)	2 hrs.	7:00 AM (Tues.)	12 Noon (Tues.)	20.25 hrs (1st day)
b) B to C	3:45 PM (Mon.)	5:30 PM (Mon.)	3 hrs.	9:05 PM (Mon.)	193	AA	1:54 AM (Tues.)	2 hrs.	7:00 AM (Tues.)	4:00 PM (Tues.)	24.25 hrs (1st day)
c) B to C	5:00 PM (Mon.)	5:30 PM (Tues.)	3 hrs. 3 hrs.	9:05 PM (Tues.)	193	AA	1:54 AM (Wed.)	2 hrs.	7:00 AM (Wed.)	4:00 PM (Wed.)	47.00 hrs (2nd day)
5. Atlanta-Dallas											
a) A to A	4:45 PM (Mon.)	8:00 PM (Mon.)	3 hrs.	11:50 PM (Mon.)	461	EA	12:43 AM (Tues.)	2 hrs.	6:00 AM (Tues.)	1:00 PM (Tues.)	20.25 hrs (1st Day)
b) B to D	4:45 PM (Mon.)	5:00 PM (Tues.)	3 hrs.	8:27 PM (Tues.)	115	DL	9:20 PM (Tues.)	2 hrs.	6:00 AM (Wed.)	3:00 PM (Wed.)	46.25 hrs (2nd day)
c) A to A	5:30 PM (Mon.)	11:30 AM (Tues.)	3 hrs.	3:00 PM (Tues.)	623	DL	3:56 PM (Tues.)	2 hrs.	6:00 AM (Wed.)	1:00 PM (Wed.)	43.50 hrs (2nd day)

ESTIMATED ELAPSED TIME FOR SELECTED DOOR-TO-DOOR AIRLINE AIR FREIGHT SERVICE USING ACI CONTRACTORS

Market From - To	Shipper Request Received At	Delivered To Airline By 1/	Min. Time At Origin Airport 2/	Best Departure 3/ Time	Flt. No.	Air-line	Dest. Airport Arrival Time 3/	Min. Time Required At Dest. Airport 2/	Received From Airline By	Delivered To Consignee By 1/	Total Elapsed Time
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
6. San Francisco-Tulsa											
a) A to A	10:45 AM (Mon.)	1:00 PM (Mon.)	3 hrs.	4:30 PM (Mon.)	264	AA	12:03 AM (Tues.)	2 hrs.	8:00 AM (Tues.)	12 Noon (Tues.)	25.25 hrs (1st day)
b) C to B	10:54 AM (Mon.)	8:00 PM (Mon.)	3 hrs.	6:55 AM (Tues.)	464	TW	2:17 PM (Tues.)	2 hrs.	8:00 AM (Wed.)	12 Noon (Wed.)	49.25 hrs (2nd day)
7. Salt Lake City-Baltimore											
a) A to A	11:15 AM (Mon.)	2:30 PM (Mon.)	2 hrs.	5:35 PM (Mon.)	212/ 446	UA	12:44 AM (Tues.)	2 hrs.	8:00 AM (Tues.)	12 Noon (Tues.)	24.75 hrs (1st day)
b) A to A	2:30 PM (Mon.)	6:00 PM (Mon.)	2 hrs.	9:55 AM (Tues.)	276/ 224	UA	5:12 PM (Tues.)	2 hrs.	8:00 AM (Wed.)	11:00 AM (Wed.)	44.50 hrs (2nd day)
8. Louisville-Boston											
a) A to A	12:45 PM (Mon.)	3:00 PM (Mon.)	2 hrs.	7:00 PM (Mon.)	730/ 830	AL	1:39 AM (Tues.)	2 hrs.	8:00 AM (Tues.)	1:00 PM (Tues.)	24.25 hrs (1st day)
b) A to A	5:30 PM (Mon.)	1:00 PM (Tues.)	2 hrs.	4:00 PM (Tues.)	814	AL	7:29 PM (Tues.)	2 hrs.	8:00 AM (Wed.)	1:00 PM (Wed.)	43.50 hrs (2nd day)
9. San Diego-Detroit											
a) A to A	11:45 AM (Mon.)	1:30 PM (Mon.)	2 hrs.	3:55 PM (Mon.)	192	AA	12:08 AM (Tues.)	2 hrs.	8:00 AM (Tues.)	1:00 PM (Tues.)	25.25 hrs (1st day)
b) A to A	5:00 PM (Mon.)	10:30 AM (Tues.)	2 hrs.	3:55 PM (Tues.)	192	AA	12:08 AM (Wed.)	2 hrs.	8:00 AM (Wed.)	1:00 PM (Wed.)	44.00 hrs (2nd day)
10. Norfolk-Houston											
a) A to A	10:45 AM (Mon.)	12 Noon (Mon.)	2 hrs.	5:00 PM (Mon.)	634/ 557	UA/ EA	8:33 PM (Mon.)	2 hrs.	7:00 AM (Tues.)	1:00 PM (Tues.)	26.25 hrs (1st day)
b) A to C	10:45 AM (Mon.)	12 Noon (Mon.)	2 hrs.	5:00 PM (Mon.)	634/ 557	UA EA	8:33 PM (Mon.)	2 hrs.	11:00 AM (Tues.)	4:00 PM (Wed.)	29.25 hrs (1st day)
c) A to C	4:00 PM (Mon.)	8:00 PM (Mon.)	2 hrs.	6:50 AM (Tues.)	29/ 973	PI/ DL	11:04 AM (Tues.)	2 hrs.	11:00 AM (Wed.)	4:00 PM (Wed.)	48.00 hrs (2nd day)
11. San Antonio-Rochester, New York											
a) A to A	6:15 PM (Mon.)	8:00 PM (Mon.)	2 hrs.	12:30 PM (Tues.)	336	AA	6:59 PM (Tues.)	2 hrs.	8:30 AM (Wed.)	12 Noon (Wed.)	41.75 hrs (2nd day)
b) C to B	6:15 PM (Mon.)	5:30 PM (Tues.)	2 hrs.	12:30 PM (Wed.)	336	AA	6:59 PM (Wed.)	2 hrs.	8:30 AM (Thurs.)	12 Noon (Thurs.)	65.75 hrs (3rd day)
c) A to A	10:15 AM	12 Noon	2 hrs.	12:30 PM	336	AA	6:59 PM	2 hrs.	8:30 AM	12 Noon	49.75 hrs

ESTIMATED ELAPSED TIME FOR SELECTED DOOR-TO-DOOR AIRLINE AIR FREIGHT SERVICE USING ACI CONTRACTORS

Market From - To	Shipper Request Received At	Delivered To Airline By 1/	Min. Time At Origin Airport 2/	Best Departure 3/ Time	Flt. No.	Air-line	Dest. Airport Arrival Time 3/	Min. Time Required At Dest. Airport 2/	Received From Airline By	Delivered To Consignee By 1/	Total Elapsed Time
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
12. Pittsburgh-Fresno											
a) A to A	4:45 PM (Mon.)	8:30 PM (Mon.)	2 hrs.	8:10 AM (Tues.)	143/ 915	AA/ RW	1:22 PM (Tues.)	1 hr.	9:00 AM (Wed.)	12 Noon (Wed.)	43.25 hrs (2nd day)
b) A to A	5:15 PM (Mon.)	8:30 PM (Tues.)	2 hrs.	8:10 AM (Wed.)	143/ 915	AA/ RW	1:22 PM (Wed.)	1 hr.	9:00 AM (Thurs.)	12 Noon (Thurs.)	66.75 hrs (3rd day)
13. Akron/Canton-Augusta, Ga.											
a) A to A	5:45 PM (Mon.)	7:30 PM (Mon.)	2 hrs.	7:55 AM (Tues.)	731/ 583/ 775	EA/ EA/ DL	3:38 PM (Tues.)	1 hr.	9:00 AM (Wed.)	12 Noon (Wed.)	42.25 hrs (2nd day)
b) A to A	10:00 AM (Mon.)	12:30 PM (Mon.)	2 hrs.	7:55 AM (Tues.)	731/ 583/ 775	EA/ EA/ DL	3:38 PM (Tues.)	1 hr.	9:00 AM (Wed.)	12 Noon (Wed.)	50.00 hrs (2nd day)
14. Chicago-Boise											
a) A to A	12:45 PM (Mon.)	3:00 PM (Mon.)	3 hrs.	6:20 PM 4/ (Mon.)	461	UA	9:48 PM (Mon.)	1 hr.	9:00 AM (Tues.)	12 Noon (Tues.)	23.25 hrs (1st day)
b) B to A	12:45 PM (Mon.)	8:00 PM (Mon.)	3 hrs.	8:45 AM (Tues.)	647	UA	12:18 PM (Tues.)	1 hr.	2:00 PM (Tues.)	5:00 PM (Tues.)	28.25 hrs (1st day)
c) B to A	4:30 PM (Mon.)	8:00 PM (Mon.)	3 hrs.	8:45 AM (Tues.)	647	UA	12:18 PM (Tues.)	1 hr.	2:00 PM (Tues.)	5:00 PM (Tues.)	24.50 hrs (1st day)
15. San Diego-Albany, Georgia											
a) A to A	9:15 AM (Mon.)	10:30 AM (Mon.)	2 hrs.	2:00 PM (Mon.)	154/ 21	DL/ SO	10:55 AM (Tues.)	1 hr.	4:30 PM (Tues.)	6:00 PM (Tues.)	30.75 hrs (1st day)
b) A to A	4:15 PM (Mon.)	10:30 AM (Tues.)	2 hrs.	2:00 PM (Tues.)	154/ 21	DL SO	10:55 AM (Wed.)	1 hr.	4:30 PM (Wed.)	6:00 PM (Wed.)	54.75 hrs (2nd day)
16. Colorado Springs-Abilene											
a) A to A	4:45 PM (Mon.)	6:00 PM (Mon.)	1 hr.	7:35 PM (Mon.)	179/ 903	BN/ TT	9:00 AM (Tues.)	1 hr.	1:30 PM (Tues.)	4:30 PM (Tues.)	23.75 hrs (1st day)
b) A to A	6:00 PM (Mon.)	12 Noon (Tues.)	1 hr.	2:11 PM (Tues.)	568/ 188/ 623	FL/ CO/ TT	9:30 PM (Tuesday)	1 hr.	8:00 AM (Wed.)	11:30 AM (Wed.)	41.50 hrs (2nd day)

Note: All hourly times are local times.

1/ From Exhibits PA-311 through Pa-313. 2/ Assumed for purposes of this exhibit.

3/ As of June 1971 from Official Airline Guide, Quick Reference Edition, June 1, 1971 and Official Airline Guide, All Cargo Guide, June 1971. For purposes of this exhibit, the best through service is selected unless on-line connecting service produces quicker delivery to the customer.

4/ Effective June 11, 1971.

Express Service
Investigation
CAB Docket 22388

Exhibit PA-402
Page 1 of 4

AIRLINES AIR EXPRESS COSTS FOR 1969 AND 1970
INCLUDING RETURN AND TAX

(000)

	1969	1970[1/]
Air Express Revenues (48 States)	$ 36,759[2/]	$ 34,866
Capacity Costs	32,635[3/]	30,061
Non-Capacity Costs	20,098[3/]	18,857
Total Costs	$ 52,733	$ 48,918
Operating Profit(Loss)	$(15,974)	$(14,052)
Return and Tax Requirement	9,756[4/]	9,050
Net Income (Loss)	$(25,730)	$(23,102)

Express Service
Investigation
CAB Docket 22388

Exhibit PA-406
Page 1 of 1

AIRLINE DIVISION OF PRESENT TARIFF
COMPARED TO AIRLINE COSTS WITH AND WITHOUT
RETURN AND TAX FOR 1969 AND 1970

Weight Breaks (1)	Airline Costs[1/] Including Return and Tax 1969 (2)	Airline Costs[1/] Including Return and Tax 1970 (3)	Airline Costs[1/] Including Return and Tax 1969 (4)	Airline Costs[1/] Including Return and Tax 1970 (5)	Present Tariff[2/] Division (6)
Scales 1&2					
5 lbs.	$ 1.95	$ 2.08	$ 2.31	$ 2.46	$ 2.40
10	2.37	2.44	2.81	2.89	2.40
25	4.08	4.12	4.83	4.88	2.40
50	5.84	5.89	6.92	6.98	2.40
75	8.54	8.96	10.12	10.62	2.78
100	10.30	10.73	12.20	12.71	3.70
Scale 5					
5 lbs.	2.14	2.22	2.54	2.63	2.40
10	2.68	2.73	3.18	3.23	2.40
25	4.77	4.84	5.65	5.74	2.40
50	7.23	7.33	8.57	8.69	4.50
75	11.03	11.12	13.07	13.18	6.75
100	13.49	13.49	15.99	16.13	9.00
Scale 7					
5 lbs.	2.20	2.31	2.61	2.74	2.40
10	2.81	2.81	3.33	3.46	2.40
25	5.35	5.35	6.34	6.30	3.08
50	8.29	8.29	9.82	9.83	6.15
75	12.24	12.24	14.51	14.89	9.23
100	15.19	15.19	18.00	18.40	12.30
Scale 10					
5 lbs.	2.33	2.46	2.76	2.91	2.40
10	3.02	3.21	3.58	3.80	2.40
25	6.09	6.04	7.22	7.16	4.25
50	9.75	9.74	11.55	11.54	8.50
75	14.02	14.73	16.61	17.46	12.60
100	17.68	18.42	20.95	21.83	17.00
Scale 17					
5 lbs.	2.62	2.79	3.11	3.31	2.40
10	3.80	3.88	4.50	4.60	2.72
25	7.65	7.72	9.06	9.15	6.80
50	12.97	13.11	15.37	15.53	13.09
75	18.64	19.78	22.09	23.44	17.86
100	23.96	25.15	28.39	29.80	24.14
Scale 24					
5 lbs.	3.05	3.13	3.61	3.71	2.40
10	4.39	4.56	5.20	5.40	3.60
25	9.02	9.41	10.69	11.15	9.00
50	16.00	16.46	18.96	19.51	15.78
75	24.18	24.82	28.65	29.41	22.14
100	31.16	31.84	36.92	37.77	28.80

1/ 1969 airline costs computed as per Exhibit PC-R-873 (Docket 22387) with adjustments for 1) rates of return decided by Order 71-4-59 of April 9, 1971, in Domestic Passenger Fare Investigation, Phase 8, Rate of Return, Docket 21866-8, 12% for trunk and 12.35% for local service carriers; and 2) adjustments of capacity costs (increase of 7.2%) and addition of 10¢ per piece in accordance with testimony of Mr. Eichner on cross and redirect examination of this proceeding. Costs computed on actual pieces and shipments in 1969 scales and weight breaks. 1970 airline costs, Exhibit PA-402.

2/ Airline Division of Interim Tariff: G.T. Miamo, Agent, Official Air Express Tariff No. 1, C.A.E. No. 1, Section S Revision effective September 25, 1970.

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Exhibit PA-407
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REA DIVISION OF PRESENT TARIFF COMPARED TO
REA COSTS WITH AND WITHOUT RETURN AND TAX FOR 1969 AND 1970[1/]

Scale & Weight Breaks	Participating Carriers Excluding Return&Tax 1969	Participating Carriers Excluding Return&Tax 1970	Estimates of REA Costs Including Return&Tax 1969	Estimates of REA Costs Including Return&Tax 1970	REA Division Of Present Tariff
(1)	(2)	(3)	(4)	(5)	(6)
Scales 1&2					
5 lbs.	$5.46	$6.08	$5.70	$6.34	$ 6.10
10	5.48	6.10	5.72	6.36	6.10
25	6.14	6.93	6.41	7.23	6.10
50	6.14	6.93	6.41	7.23	6.10
75	7.52	8.68	7.85	9.06	6.72
100	7.52	8.68	7.85	9.06	7.05
Scale 5					
5 lbs.	5.46	6.08	5.70	6.34	6.10
10	5.48	6.10	5.72	6.36	6.10
25	6.14	6.93	6.41	7.23	7.05
50	6.14	6.93	6.41	7.23	8.40
75	7.52	8.68	7.85	9.06	9.55
100	7.52	8.68	7.85	9.06	10.00
Scale 7					
5 lbs.	5.46	6.08	5.70	6.34	6.10
10	5.48	6.10	5.72	6.36	6.10
25	6.14	6.93	6.41	7.23	7.97
50	6.14	6.93	6.41	7.23	9.80
75	7.52	8.68	7.85	9.06	10.22
100	7.52	8.68	7.85	9.06	10.95
Scale 10					
5 lbs.	5.46	6.08	5.70	6.34	6.10
10	5.48	6.10	5.72	6.36	6.25
25	6.14	6.93	6.41	7.23	8.20
50	6.14	6.93	6.41	7.23	9.38
75	7.52	8.68	7.85	9.06	10.09
100	7.52	8.68	7.85	9.06	12.00
Scale 17					
5 lbs.	5.46	6.08	5.70	6.34	6.10
10	5.48	6.10	5.72	6.36	7.78
25	6.14	6.93	6.41	7.23	8.84
50	6.14	6.93	6.41	7.23	9.83
75	7.52	8.68	7.85	9.06	11.53
100	7.52	8.68	7.85	9.06	14.31
Scale 24					
5 lbs.	5.46	6.08	5.70	6.34	6.10
10	5.48	6.10	5.72	6.36	6.90
25	6.14	6.93	6.41	7.23	9.18
50	6.14	6.93	6.41	7.23	11.32
75	7.52	8.68	7.85	9.06	13.91
100	7.52	8.68	7.85	9.06	17.40

1/ As calculated by the Participating Carriers in Docket 22387.

Sources: Col.(1): Scales based on selected markets from REA's top 15 markets, and weights as in Exhibit REA-REB-2402, Revised, Docket 22387.

Cols. (2),(3),(4),(5): page 2 of this exhibit.

Col.(6): REA's shares in Division Manual based on G.T. Miano, Agent, Official Air Express Tariff, No. 1, C.A.B. No. 1, Section 5, Revision effective Sept. 25, 1970.

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REA DIVISION OF PRESENT TARIFF COMPARED TO
REA COSTS WITH AND WITHOUT TAX AND RETURN FOR 1969 AND 1970

(As Calculated By The Participating Carriers
In Docket 22387)

Weight	Pieces Per Pound 1/	Participating Carriers Estimate Of REA Cost Excluding Return & Tax 1969 2/	Excluding Return & Tax 1970 3/	Including Return & Tax 1969 4/	Including Return & Tax 1970 4/
(1)	(2)	(3)	(4)	(5)	(6)
5 lbs.	1.06	$5.46	$6.08	$5.70	$6.34
10	1.07	5.48	6.10	5.72	6.36
25	1.45	6.14	6.93	6.41	7.23
50	1.45	6.14	6.93	6.41	7.23
75	2.25	7.52	8.68	7.85	9.06
100	2.25	7.52	8.68	7.85	9.06

1/ Exhibit PC-456, Docket 22387.

2/ Based upon $1.73 per piece plus $3.63 per shipment from Exhibit PC-R-867, Docket 22387.

3/ Based upon $2.18 per piece plus $3.77 per shipment from Exhibit PC-885, with adjustment for insurance per REA and expanded for PC-R-887 in Docket 22387.

4/ Including return and tax @ 4.34% per Exhibit PC-R-877 and developed in PC-R-878, Docket 22387.

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ESTIMATED INCREASE IN AIRLINE AIR EXPRESS TRAFFIC SERVICING EXPENSE FOR VARYING NUMBERS OF GROUND AGENTS AT THE AIRPORTS WITH AIR EXPRESS OFFICES - BASED UPON UNITED'S NOVEMBER 1970 COST STUDY AT O'HARE

Line	Item	Amount	Source
A. Basic Runner Costs			
1.	Staffing at REA Facility and Runners (including Relief)	$39.16[1/] Per Ton	PC-RT-2, Appendix A Docket 22387
2.	Cost Per Piece	$ 0.38	Line 1 ÷ 102.9 pieces per ton, per PC-RT-2, Appendix A, Docket 22387
3.	Cost Per Shipment	$ 0.53	At 1.40 pieces per shipment, per PC-RT-2, Appendix A, Docket 22387
4.	Cost Per Originated Shipment	$ 0.83	At 1.57 shipments enplaned per originated shipment per PC-RT-2, Appendix A, Docket 22387
B. Other Handling Costs			
5.	Transfer activity	$ 3.12 Per Ton	PC-RT-2, Appendix A, Docket 22387
6.	Loading & Unloading	$20.17 Per Ton	PC-RT-2, Appendix A, Docket 22387
7.	Subtotal	$23.29 Per Ton	Line 5 + Line 6
8.	Add: Management Staff & Associated Payroll Costs (e.g. fringes, etc.) @ 27.856%	$ 6.49 Per Ton	Line 7 x .27856
9.	Total Labor Costs	$29.78 Per Ton	Line 7 + Line 8
10.	Labor Cost Per Originated Shipment	$ 0.64	($29.78 ÷ 102.9 pieces per ton) x (1.40 pieces per shipment) x (1.57 enplaned shipments per originated shipment)

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ESTIMATED INCREASE IN AIRLINE AIR EXPRESS TRAFFIC SERVICING EXPENSE FOR VARYING NUMBERS OF GROUND AGENTS AT THE AIRPORTS WITH AIR EXPRESS OFFICES - BASED UPON UNITED'S NOVEMBER 1970 COST STUDY AT O'HARE

C. Traffic Servicing Expense (Labor Only) Per Originated Shipment With A Varying Number of Ground Agents Served By The Airlines

	1[2]	2	3	4	5	6
Runners Plus Staff at Agent's Facility	$0.83	$1.25	$1.66	$2.49	$2.91	$3.32
Transfer Plus Loading & Un-Loading [8]	0.64	0.64	0.64	0.64	0.64	0.64
Total [9]	$1.47	$1.89	$2.30	$3.13	$3.55	$3.96
% Increase Over One Agent	-	28.6%	56.5%	112.9%	141.5%	169.4%
Table of Estimated Cost Increases For Runners and Staff At Agent's Facility (Used Above)						
Percent	100	150[3]	200[4]	300[5]	350[6]	400[7]

1/ $30.63 per ton basic cost increased 27.856% for management staff and associated payroll costs (fringes, etc.).

2/ From sections A and B of this exhibit.

3/ At 50% more coverage than with one agent to serve.

4/ At 100% more coverage than with one agent to serve.

5/ Estimated to require twice the manpower of serving two agents in order to maintain service levels and meet close-out times.

6/ Cost with four served plus 50% more than 1 agent.

7/ Double the cost of serving three agents.

8/ Assumed constant.

9/ Excludes vehicle maintenance and depreciation, rentals, load control and communication costs, other sundry expenses, and return and tax requirements.

of airline interest.

The airlines are willing to continue their long-standing partnership type of arrangement with REA Express under an agreement substantially in the form of Agreement C.A.B. No. 17935, as amended, so long as REA Express can continue to provide the dependable and efficient ground handling for air express shipments that the public expects, and so long as REA Express remains able to meet its financial obligations to the airlines and other.

III. The Position of the Participating Airlines With Respect to Air Express Service in the Event Their Relationship with REA Express Terminates

If the contractual agreement between the airlines and REA Express should be terminated for whatever cause, the airlines have the ability, under their Agreement C.A.B. No. 12866 (Exhibit PA-IR-802), to provide for continued air express service.

The Air Express Negotiating Committee has plenary authority from the airlines under Agreement C.A.B. No. 12866 to contract for all necessary administrative and ground services required for an effective air express service by the airlines. Under the terms of section VI of that Agreement, the Air Express Negotiating Committee may negotiate one or more contracts, as may be necessary, to provide a complete air express service. There is no requirement that all necessary ground services be performed by the same contractor. At major airports, separate air express terminals

would be required, but at smaller airports, existing airline terminal facilities could be adequate to handle air express requirements. The general management of an airline-industry air express service probably would have to be undertaken by a single agency created expressly for that purpose. Such agency would have responsibility for all routing, accounting, claims, and administrative services in connection with air express operations. Within the airline industry, there are a number of experienced employees who are fully qualified to staff the administrative organization that would be required to manage the air express operations on a nation-wide basis.

Through Air Cargo, Inc., the airlines have long had in operation a nation-wide pickup and delivery service for air freight covering the terminal areas of every certificated airline point in the United States, as set forth in Official Air Freight Pickup and Delivery Tariff No. 3-C, C.A.B. No. 19. The total number of points served under that tariff exceeds the total number of points covered by the present Official Air Express Tariff No. 1, C.A.B. No. 1, and the total number of points served by any air freight forwarder or any combination of air freight forwarders. On either an interim or permanent basis that network of ground service would be available to ensure continuous air express service. Over the longer term, air express service could continue under other possible arrangements both for central, single agency coordination, and for one or more arrangements for the pickup and delivery services.

DIRECT TESTIMONY OF A.M. deVOURSNEY

The airlines, under their certificates of public convenience and necessity, possess all authority necessary for them to provide a complete, nation-wide air express service. No additional authority is required by anyone, for either the pickup, delivery and transfer services, or the terminal services, or the administrative services. All such services may be performed in the name of, and under the authority and tariffs of, the airlines. The motor carrier ground services would, of course, be exempt from regulation under the "incidental to air" exemption in section 203(b)(7a) of the Interstate Commerce Act, when performed under the airline tariffs and through shipping documents.

In summary, the Air Express Negotiating Committee, acting for and on behalf of the participating airlines, recommends that the present type of agreement with REA be maintained for the reasons stated in my testimony in order to provide the public with the best small shipment service.

DIRECT TESTIMONY OF L. JOHN EICHNER

Air Express is a Priority Service

Air Express is a priority service both in the air and on the ground. In the air it receives a priority, under the agreement between the carriers and REA, over air freight and non-priority mail and following the loading of baggage and priority mail. In one respect in fact, it has a slightly different priority than mail does. No priority, of course, is absolute for unlimited amounts of traffic. For example, the number of passengers is limited by a reservations system, normally, to the number of seats scheduled for a departure. The amount of baggage is related to the number of passengers. The amount of space priority accorded air mail is defined as "normal mail loads".

In Air Express, the priority is accorded to 110% of the normal Air Express loads. "Normal" is defined as the average for a given flight from a given station on the same day of the preceeding five weeks.

The priority is policed by REA and the carriers receive written notification when they fail to board express upon a flight where it should have received a priority.[1/] The priority is promoted by Air Express in its advertising to the general public.[2/]

While the priority is of value during abnormal periods such as the Christmas holidays or during strikes, it also has a value even during a period of excess capacity such as now exists. Dr. Campbell is sponsoring the 300 series of the Participating Airlines' exhibits which cover the survey made of flights which were unable to load all cargo available during the period of March 22 through March 28, 1971.

There would appear to be a value attached to the priority in the shipper's mind not unlike the priority usage that occurs when a writer puts an Air Mail stamp on a letter. We all know that if we send a letter by First Class mail from Washington to Los Angeles it will probably move by air whether or not there is an Air Mail stamp on the envelope. Yet, a writer will put on an 11¢ Air Mail stamp and pay a 40% premium for the confidence he receives from the assured priority that will be given that particular letter.

1/ Docket 22387, Exhibit REA-IR-207 for summary report of AES-77's (Irregularities)..

2/ Several examples can be found in Exhibits PC-R-317 and -318 in Docket 22387 (Investigation of Air Express Rates).

* * *

DIRECT TESTIMONY OF L. JOHN EICHNER

The Problem of Providing
Low Cost Service at Small Cities

The chief costs of handling minimum charge Air Express shipments, which are over half the Air Express business, are the pick up and delivery expense, the expense of transporting the shipment to and from the airport, and the ground handling expense of REA and the airlines. The line haul expense (plus return element) is a relatively small portion of the total cost of an express shipment weighing only five or ten pounds. These costs are shown in the 400 series of exhibits based upon the facts developed in the Air Express Rates Investigation.

In the smaller cities, the number of air shipments per day is very low, both outbound and inbound. In those airport cities where the airlines themselves are the Air Express operation at the airport, the average number of inbound and outbound shipments handled per day is only 29.1/

As only 79% of these shipments are picked up or delivered, there is only an average of 23 shipments (less than 12 deliveries and 12 pickups) per day to support service in each of these 395 terminal areas which do not have REA personnel at the airport.2/

A large part of the cost of handling these shipments at the small cities is that of the vehicle which picks up the shipments and brings them to the airport. Obviously, it operates with very few shipments in one direction, such as from the smaller airports at night or to the smaller airports in the morning when the tripper goes out to pick up the inbound Air Express. As the tripper frequency in the smaller cities is necessarily minimal at the present time in order to get the highest number of pieces per trip and hence the lowest cost per piece for the ground vehicle service, any action which reduces the number of Air Express shipments per trip serves to raise costs or impair service. Likewise, any action which increases the number of Air Express shipments per trip to the airport serves to lower costs and improve service.

1/ Exhibit PA-135.

2/ Exhibit PA-136.

DIRECT TESTIMONY OF L. JOHN EICHNER

The only way that Air Express can provide coverage at all of the certificated points in the United States shown in PA-116 is by combining the maximum number of small air shipments.

REA in the past has maintained full Airport Express Offices at only the 35 most active airports. At an additional 32 airports REA pays rent for some space (PA-122) but does not have full 24-hour coverage. Usually, REA personnel are only at the airport at such small offices for a few peak hours on business days. At a few additional airports, the airlines provide REA personnel with space, a desk and telephones for a few hours daily.

At 85% of the airports, only airline personnel are available to handle Air Express. If a customer comes with a shipment, the airlines' own personnel make out the waybill, receipt for it, and handle the monies.

The airlines' offices are designated as "offices of the express company for the receipt and delivery of shipments to and from the public."[1/] The airlines' agents are designated as express agents for the purpose of handling air express shipments.

This procedure has been followed at low volume points ever since Air Express has existed as a service. It represents the "efforts of air carriers to reduce costs by the consolidation of individual duplicating ground and terminal facilities."[2/]

The volume of shipments required to support competitive ground services is not available at most small hubs and non-hubs. The volume is available at large hubs and at most medium hubs. Hence, the freight forwarder offices are located at those points where their services can be operated economically and not at the small cities where the total number of shipments is few and the number of shipments per vehicle trip to the airport is critical.

1/ PA-115, page 3.

2/ 9 CAB 468 Opinion By the Board, September 21, 1948: "Agreement Establishing Air Cargo, Inc. Petition of Eastern Air Lines, Inc. and United Air Lines Inc. for Reconsideration".

DIRECT TESTIMONY OF L. JOHN EICHNER

The airline service itself to smaller cities has to be a monopoly service in order to minimize fares to the public and subsidy by the government. Of the cities with air service in the 48 contiguous states 327 are served by a single airline, according to the CAB-FAA Airport Activity Statistics, CY 1969. At another 70, there are only two airlines, and these usually go in different directions. To put it another way, 65% of the cities are "monopoly" cities and 397, or 78%, have essentially monopoly airline services.1/

By establishing a local monopoly, we have customarily in the U.S. made service available at low cost which could not otherwise be provided or would have a prohibitive cost for the user.

The local public utilities provide the purest example of the natural monopoly market structure - electric power, natural gas, water, and telephone services. In this arena public policy has never sought to promote competition, but rather to control behavior and monitor performance. Various components of the transportation sector of the economy represent pseudo-natural monopolies.

Natural monopolies are characterized by high "fixed" costs relative to sales volume. Public policy has held that duplication of services, and investment, in the provision of such public needs would result in a misallocation of economic and human resources, producing "destructive competition" resulting finally in a deterioration of service, bankruptcy, and higher rates to the consumer of these vital services. Thus, monopoly markets are rendered to private capital interests in return for public regulation of rates and services.

Natural monopolies with their high cost-to-revenue relationship are able to maintain their rates at reasonable levels and serve all sectors of the public within their jurisdiction due to the fact that they are permitted a captive market. That is, they enjoy 100% of the sales volume. If sales volume grows faster than unit costs (including capital costs) rate reductions are possible. And conversely, a reduction in volume, or retardation of growth, will require rate increases. Thus, the introduction of competition would have a sharp impact on rates, assuming service levels were maintained.

1/ PA-514 and -515.

DIRECT TESTIMONY OF L. JOHN EICHNER

It is a fact of life that the average local service airline station does not generate as many passengers or revenue ton miles as the average trunkline station.[1/] The load factors on the local service routes are usually lower overall than on the trunklines. The monopoly routes of the locals, which are usually the thin, subsidized routes have lower load factors than the local service routes as a whole.[2/]

While the CAB has, over the years, certificated competitive services upon trunkline monopoly routes which have grown to the extent that the Board finds competition is warranted and desirable, it has had a policy of not certificating local service airlines in competition with one another on subsidized routes (with the exception of relatively short sectors characterized as entry mileage which are expected to reduce overall subsidy).

The reasoning behind this restraint is valid and well recognized. With a thin route, whose minimum service requirements of one or two round trips daily require high fixed costs relative to the volume available, certification of a competing local service airline would dilute traffic to the extent that the carrier serving the route would have to reduce service or, if that were not possible, DOC's per revenue passenger mile and per revenue ton mile would increase sharply. This in turn would either cause much higher fares or with the same fares, much higher breakeven need and subsidy requirements.

This is a parallel situation to the problem of providing a small city with door-to-door Air Express service.

1/ In Phase 6 of the Docket 21866 (DPFI), numerous exhibits focused upon this problem in connection with load factor standards. One example is AW-23.

	Per Average Station	
	Trunkline	Local Service Carrier
Rev. Psgr. Originations	230.4	42.5
Rev. Ton Miles	21,329	1,212

2/ Ibid AW-26, -29.

DIRECT TESTIMONY OF L. JOHN EICHNER

REA reported that its Pickup and Delivery expense was $3.67 per shipment in 1970[1] based upon all Air Express shipments. A reduction of 50% in the number of shipments handled in the small hubs and non-hubs would inflate this cost sharply.

(Competitive Air Express services would also have a similar impact in large cities. The impact in the larger cities, where the vehicle service is provided from air terminals, would be felt first in the weekend services. These are already sparsely used. For example, cities as large as Minneapolis or Boston or Nashville will only have a total of 5 to 25 Air Express shipments picked up and delivered on a Saturday or Sunday.[2] The volume hardly supports one truck now. If that volume were diluted, Air Express delivery service on weekends would have to be eliminated in even the largest cities.)

There is a final point I would like to make in connection with the service to smaller cities. The flights of the local service airlines are more heavily oriented toward small cities than are those of trunks. They are more dependent on Air Express for a greater share of their cargo revenues than are the trunk airlines.

While Air Express represented only 7.7% of the trunklines' revenue from air freight and air express together in 1970, it represented 12.6% of such cargo revenues for the local service carriers. This is shown in PA-127.

The local service airlines are more vulnerable to developments which might curtail or reduce Air Express volume or divert it to surface modes than are the trunks. The extensive surface freight forwarder authority gained by the air freight forwarders can be expected to divert Air Express movements from transfer points to small cities which are the ultimate destination. Because of the short 218-mile length of haul of Air Express carried by local service airlines, this diversion will have a greater impact upon the locals than upon the trunks or all-cargo airlines. The latter have an average length of haul of 641 miles and 1,231 miles, respectively.[3]

1/ REA reported $32,511,000 for pick-up and delivery of 8,857,000 shipments (Docket 22387, Exhibit REA-D-807, Rev. 1970, Sheet 15 and REA-D-412 and -413).

2/ Docket 22387, Exhibit PC-R-905.

3/ PA-410 six months ended December 31, 1970.

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THE CHARACTERISTICS OF AIR FREIGHT FORWARDER TRAFFIC AND AIR EXPRESS SHOW MARKED DIFFERENCES

(In Rebuttal To Exhibit AFFA-T-1)

Line	Item	Air Freight Forwarder Traffic	Air Express	Sources
1.	Avg. weight per shipment:			
	Received	80.0 lbs.	27.6 lbs.	AFFA-112; REA-319
	Tendered to the Airlines	365.0 lbs.	27.6 lbs.	AFFA-112; REA-319
2.	Avg. shipments per consolidation	5	1	AFFA-112; REA-319
3.	Avg. length of haul	1069 1/ miles	554 miles	PA-411 (For June - December 1970)
4.	Avg. density	8.95 lbs./cu. ft.	7.60 lbs./cu. ft.	BE Brief Docket 22387
5.	Boarding Priority	E x p r e s s	B e f o r e	F r e i g h t
6.	Pieces enplaned per flight	19.0 1/	4.3	PA-417
7.	Pounds enplaned per flight	820 1/	80	PA-417
8.	Avg. Rev./Shipment:			
	General Commodity	$33.07	$11.92	AFFA-116 (excluding UPS)
	Total Traffic (Gen.& Specific)	35.30	11.86	REA-IR-23D
9.	Percent on Passenger Aircraft - 1969 Ton Miles	42%	81%	Airport Activity Statistics & REA-1082, Docket 22387; Exhibit PA-502
10.	Percent of pounds in 1-25 pounds category	4.6%	25.0%	AFFA-117; PA-201
11.	Avg. pieces per shipment	2.93	1.44	REA-REB-2126, Docket 22387 (for last quarter of 1970); AFFA-IR-9; WW-IR-II-10; JAF-IR-10; EAF-9; DAX-IR-10
12.	Percent of applicants pounds in top 10 markets	30.3%	4.5%	Exhibit PA-204
13.	Percent of applicants shipments in top 10 markets	50.5%	4.5%	Exhibit PA-205

1/ All air freight.

C.A.B. Docket 22388

Exhibit No. REA-201
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DESCRIPTION OF REA'S HANDLING OF AN AIR EXPRESS SHIPMENT

This Exhibit describes the general manner in which REA moves Air Express, the special handling techniques REA employs when appropriate, and its tracing procedure. Because of the diverse nature and large number of points REA serves and of the offices it maintains, Air Express movements may vary widely in order to take account of local circumstances. Furthermore, each office also retains the flexibility to modify its procedures from shipment to shipment in order to expedite the movement. This Exhibit describes the basic patterns.

A. Call for Pickup

In any of the 35 airport cities in which REA maintains an exclusive air office at the airport and a combined air-surface terminal at another part of the city, a shipper's call for pickup is answered by a switchboard operator and relayed to a dispatcher. The decision whether a shipment will be picked up by a truck from the exclusive air office or one from the combined office depends on the location of the shipper, the location of the trucks from each office currently on the street, the schedules for trucks about to be dispatched, the airlines' schedules, and similar factors.

In other communities, the pickup call is received by the combination office and the pickup will be made by a truck from the combination air-surface facility.

In addition, shippers who have a regular flow of Air Express shipments need not call REA, but receive scheduled pickup service.

B. Pickup

The pickup is made either by a truck currently making deliveries or pickups (the driver being notified by radio or telephone that a shipment is ready for pickup), or by a truck leaving the REA office on a scheduled pickup and delivery route; in smaller communities, and in the case of emergency shipments, a vehicle is dispatched specially to pick up the shipment.

Although some shippers, especially the larger, more sophisticated ones, prepare their own waybills, the REA driver does so in most cases. The driver gives the original of the waybill to the shipper; it is his receipt. He then attaches two copies of the waybill to one piece of the shipment. If there is more than one piece, an additional label is attached to each of the other pieces, identifying the pieces by waybill number as belonging to one shipment. Different waybills and lot shipment labels are used to signify whether the shipment is prepaid or collect. Additional labels are used to provide special instructions: "Hold at Airport," "Fragile," "Perishable," "C.O.D.," "Armed Guard Protective Security Service," etc.

C. Ground Shipment to the REA Airport Office

1. On-line

(a) If the Air Express shipment is picked up by a truck from the exclusive Air Express office, the driver will, after completing his route, take the shipment directly to the exclusive Air Express office at the airport.*/

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*/ In a few cities, the trucks of the exclusive Air Express office operate to and from the combination office, and the shipment will be transferred as described in Paragraph (b).

(b) If the shipment is picked up by a truck operating out of a combination air-surface office, the driver will take the shipment to that office. In some instances, for example where there is an unusually heavy load of Air Express shipments or where the shipments are of an emergency nature, the driver will go directly to the airport office. To expedite service, Air Express shipments are loaded on the rear of the truck. After the truck arrives at the combination office serving the originating airport, the Air Express shipments are unloaded before the surface shipments, taken to an "air door" (a collection area for Air Express shipments picked up by all the various trucks from that office), loaded into a "tripper" truck, and taken to the airport. These "trippers" run at scheduled intervals when the volume of Air Express traffic is sufficient to justify scheduling; in smaller communities they are dispatched to the airport as volume of shipments and the airlines' schedule indicate is the most efficient and expeditious.

2. Off-line

If an Air Express shipment is picked up in a community which is outside the pickup and delivery zone of the airport city (an "off-line" shipment), it is taken by the pickup and delivery driver to his office. From there, it is loaded onto the back of the over-the-road ("OTR") truck providing REA's surface express service and taken either directly to REA's airport office or to the combination air and surface facility serving the originating airport, where, because it was loaded on the back of the OTR truck it is the first shipment unloaded. The Air Express shipment is taken to the "air door," loaded on the "tripper" truck, and relayed to the airport.

D. Handling at REA Airport Office

Air Express shipments are received at REA airport offices (exclusive Air Express offices and other airport offices) on trucks operating from an exclusive Air Express office or on tripper trucks. They are then loaded onto a conveyor, and their proper routing determined. The number of the flight and the name of the airline on which it will be shipped, the letter "F," (for "forwarding") and the date are stamped on the reverse side of one of the two copies of the waybill attached to the shipment.*/ In addition, a record of each shipment (including such information as the forwarding airline, flight number, date, weight, destination, number of pieces, and waybill number) is made. This documentation requires approximately one minute per shipment. The shipments are then loaded onto small carts, each cart holding the Air Express shipments destined for a particular flight. Airline personnel then pick up the Air Express shipments from the appropriate cart, sign for them, and transfer them to the aircraft. Air Express shipments are transferred to the airlines approximately 45-60 minutes before flight time; however, emergency shipments arriving at the REA office even substantially closer to flight time can be loaded on the aircraft. Air Express shipments are never consolidated; they are dispatched on the next flight out.

E. Ground Shipment to Airports at which REA Does Not Maintain an Office

Shipments which will be flown from airports at which REA does not have an office on the field will arrive at the combination air-surface facility in the manner described in

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*/ These records are maintained not only to insure the quality of service but to enable REA accurately to distribute the airline share of Air Express revenues among the airlines.

Paragraphs C(1)(b) and (2) above. The Air Express shipments are sorted, routed, and stamped, and recorded at the combination office, rather than being relayed directly to the REA airport office. Then, the shipment is relayed by tripper truck to the airport and delivered by REA to each of the airlines on which Express is to be flown.

F. Transfer of Traffic between Flights

Transfers of Air Express shipments from one flight to another are accomplished in the following manner. At airports where REA maintains an airport office, the Air Express shipment is delivered to it by the air carrier. REA stamps one copy of the waybill with an "R" and the airline name to indicate the carrier from which it was received. The documentation described in Paragraph D is then performed. REA then places the shipment on the cart earmarked for the flight to which the shipment is to be transferred, from which it is picked up by the airline, and loaded on the aircraft. This procedure is the same whether the transfer is intra-line*/ or inter-line. Where REA does not maintain an airport office, the airlines perform the transfer.

G. Handling at Destination

Airline personnel deliver the Air Express shipments between 45 minutes and one hour after arrival of each flight, or within thirty minutes at smaller airports.

(a) Destinations at Airports at which REA Has Offices

At airports at which REA maintains an office, the shipments are delivered to it by the airline personnel. They are

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*/ At a few major airports, certain airlines perform their own intra-line transfers.

loaded on an inbound conveyor, stamped, and recorded, and one copy of the waybill is stamped with an "R" to indicate "received," the name of the airline, flight number, and date. If the shipment is to be delivered within the pickup and delivery zone of the airport city, it will be loaded onto a pickup and delivery truck which leaves on scheduled trips from the airport office. Almost all shipments received at exclusive Air Express offices will be delivered by exclusive Air Express trucks; as the attachment to Exhibit No. REA-103 indicates, most exclusive Air Express offices are open all night, and their schedules provide for trips around the clock (except at those airports where aircraft do not operate at certain hours of the night). At the other airport offices, the trucks will come from the combination facility on scheduled trips.

If the shipment is an emergency, a special delivery will be made.

If the shipment is to be delivered outside the pickup and delivery zone of the airport city (or areas within the pickup and delivery zone which receive few Air Express shipments), it is picked up by the scheduled tripper truck,*/ and relayed to the combination air-surface office, where it is loaded on the back of REA's over-the-road trucks and carried to its destination, or it is picked up by the OTR truck at the airport office, directly.**/ The shipment is delivered to the REA office serving the consignee, which "strips" the two copies of the waybill attached to the

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*/ A record of shipments thus transferred is made.

**/ Again, a record is made of the shipments transferred.

shipment (the destination office copy and the delivery sheet) and gives both to the delivery driver. The office also prepares a charge-out sheet charging the shipment to the delivery truck driver. The shipment is then transferred to that office's delivery truck. The truck driver delivers the Air Express shipment to the consignee prior to surface express, so as to expedite the Air Express service. The consignee signs the delivery sheet and the destination office copy and records the time of delivery. The destination office copy is retained by the destination office; the delivery sheet is forwarded to the regional accounting office.

(b) Destinations at Airports at which REA Does Not Maintain Airport Offices

Air Express shipments received at airports at which REA does not maintain airport offices are picked up from the airline by scheduled tripper trucks, and relayed to the combination air-surface facility, from which they are either transferred to a delivery truck (if the consignee is within the pickup and delivery zone of the airport city), or to the rear of an over-the-road truck for off-line delivery in the manner described above.*/

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*/ The text has described the shipment of Air Express which includes both pickup and delivery by REA. If it is not picked up by REA, the shipper may deliver it to any REA office (an airport office or any combination facility, in an airport city or distant from it). The procedure described above will then begin at that point. A shipper may deliver the shipment to an airport at which there is not an REA office, in which case it is accepted and processed by an airline representative. At destination, if the shipment is marked "Hold at Airport" and arrives at an airport at which REA has an office, REA will telephone the consignee that his shipment is ready to be picked up, and hold it for his pickup. If the shipment arrives at an airport at which REA does not have an airport office, an airline representative will make this call and hand it to the consignee over the counter. In other instances, a shipment may be shipped to an REA office away from the airport city, and if that particular office does not provide delivery service to the consignee's location, it will notify the consignee of the arrival of the shipment.

H. Representative Specific Shipments

This general description of the basic pattern for REA's handling of Air Express shipments can best be illustrated by describing three representative hauls.

1. An Air Express Shipment Moving from New York, New York, to Cambridge, Massachusetts

A shipment from New York to Cambridge is a shipment between two on-line points.

New York has two exclusive Air Express offices and two combined air-surface facilities. The West Side Terminal serves Manhattan. As described above, the criteria for determining which office picks up an Air Express shipment vary from city to city, depending on the determination of which procedure will provide the most expeditious and efficient service. In New York, pickup is performed by drivers from Kennedy Airport if the location of the pickup is in the following area: East Side of Fifth Avenue from East 14th Street to 125th Street, or West Side of Fifth Avenue from the north side of West 42nd Street to West 125th Street. The pickup is made by a driver from the West Side combination air-surface Terminal if the location of the pickup is on the East Side from the Battery to 14th Street or the West Side from the Battery to the south side of West 42nd Street. After 4:00 p.m., all Air Express shipments are picked up by drivers from the exclusive Air Express office at JFK.

Assuming a shipment is picked up at Sixth Avenue and 50th Street destined for Cambridge, Massachusetts, it will be handled in the following way. Upon leaving the West Side combination facility at the beginning of his pickup

and delivery route, the driver is handed a slip directing him to make a pickup at the stated address, or if a driver will not be leaving the terminal for some time, the terminal radios (or telephones) a driver already on the street to make the pickup. After performing the documentation previously described, the driver completes his pickup and delivery work and returns to the West Side Terminal. Since the Air Express shipments will be loaded at the back of his truck, they will be quickly unloaded at that terminal and taken to the "air door." The shipment will then be relayed to the appropriate airport (Newark, JFK, or LaGuardia) by a tripper truck, depending on the flight schedules at the different airports. If the Air Express shipment, for example, arrives at the West Side Terminal at or before 5 p.m., it will be taken to the Newark Airport by the 5:00 p.m. relay driver and unloaded there, at approximately 6:00 - 6:30, due to New York traffic congestion. If it arrives at the West Side Terminal after 5 p.m., it will ordinarily be taken to JFK. At either airport the coding and route stamping described above will be performed. There are 56 flights between New York and the Boston area daily from the three New York airports.

When the shipment arrives at Boston that night, it will be unloaded from the aircraft by airline personnel and delivered to the REA office there, where it is loaded on conveyors and sorted into the delivery run by an REA employee. The shipment will be "stripped" of the delivery sheet and the destination office copy (the two parts of the waybill attached to the shipment) and loaded for delivery next

morning on a truck leaving the airport office to make deliveries in Cambridge.*/ This shipment is delivered by the Air Express driver in Cambridge directly. If the shipment cannot be delivered for any reason (faulty address, etc.) the shipment will be returned to the combination facility in Boston, and the shipper is notified by telephone, telex, or airmail.

2. Shipment from New York to Brockton, Massachusetts

A shipment from New York to Brockton, Massachusetts involves an one-line origin, and an off-line destination.

Assuming a shipment is to be picked up from a shipper on Third Avenue and 83rd Street, it will be accomplished in the following manner. The pickup is made by a driver from the exclusive Air Express office at JFK Airport who is picking up or delivering Air Express shipments in that area. After the driver completes his route, the shipment is taken directly to Newark, LaGuardia, or JFK, depending on airline schedules.

When the shipment arrives in Boston, it is unloaded. Because Brockton is an off-line destination, the shipment is loaded onto a tripper truck destined for the combination facility in Boston. There it is unloaded and transferred to the rear of an OTR truck traveling to Brockton. At Brockton, the shipment is transferred to the delivery truck, and delivered the day after it is picked up in New York. Because Brockton is an off-line point, an additional $5.00 charge, which is the standard charge regardless of the length of the off-line haul, is assessed.

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*/ Emergency shipments, for which the consignee is available, will be delivered immediately.

3. Air Express Shipment Moving from Center Ossipee, New Hampshire to Philadelphia, Pennsylvania

An Air Express shipment from Center Ossipee to Philadelphia involves a movement originating at an off-line office and terminating at an on-line one.

An Air Express shipment shipped at 10:00 a.m. Monday is loaded at the rear of the OTR trailer which runs between North Conway and Dover, New Hampshire, and serves Center Ossipee. The trailer leaves Center Ossipee at 11 a.m. At Dover, the shipment is transferred to the rear of another OTR unit going to Boston, where it arrives at approximately 6:30 p.m. on Monday. Over-the-road trucks travel from Center Ossipee to Boston via Dover five days a week, Monday through Friday. At Boston the shipment, with other air shipments on the trailer which had been picked up in Dover, is unloaded at the combination office and placed in the "air door." From here it is loaded onto the tripper truck which travels between the combination facility and the REA exclusive air office at Logan Airport. There are two tripper trucks between 7:30 p.m. and 9:00 p.m. each weekday. When the shipment arrives at the REA office at the airport, the shipment is placed on a cart earmarked for the next flight to Philadelphia and taken to that aircraft by the airline personnel. The shipment arrives in Philadelphia in the late evening of Monday, where it is unloaded and processed at the airport office. From this office it is relayed by tripper service, which operates at all hours from the Philadelphia Airport, to the combination office, and is delivered in Philadelphia next morning.

Special Handling

REA provides special handling for a number of shipments which require it.

On value shipments, REA offers two types of special handling: (1) Security Signature Service and (2) Armed Guard Protective Security Service. All shipments of certain types of valuable commodities (such as bullion, currency, firearms) and all other shipments valued at $150 or more per pound are secured, upon arrival at the terminal, in the locked value room. Each office has a value room. One person is responsible for valuable shipments on each shift. When a shipment is deposited or withdrawn from the value room, it is signed for, and each successive employee who accepts custody of the value shipment also signs for it. All REA offices have value protection, and large offices have specially designed facilities. In addition, certain valuable commodities, as well as cremated human remains, are accompanied to and from the airplane and at all transfer points by armed REA guards.*/

All value shipments are presented for carriage by the airlines in sealed containers.**/ At this time both the REA and the airline employee will sign and enter the date on a Value Manifest. At destination, the airline employee will remove the manifest from the shipment and present them to the REA employee, who will check the container, the seal, the container number, and both employees will sign the Manifest. After the container is opened, the value clerk verifies the contents of the container against another manifest placed in the container at origin.

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*/ All furs in New York are picked up at a central point and are kept under surveillance from the point of pickup.

**/ Electronic tubes may not be containerized because of their fragility, but must be handled separately.

As an additional precaution, the originating REA office of the value shipment notifies REA offices at destination and transfer airport offices of the flight number and details of the shipment.

Another type of shipment which requires special handling is live animals and birds. Trucks which pick up and deliver live creatures are never loaded to capacity, in order to give the animals breathing space. The trucks also have screens to provide ventilation for the animals. At the terminal, live creatures in the winter are kept in the area of the terminal known as a warm room, which is heated, and away from drafts, and in the summer are kept in a cool place. The supervisor periodically checks on their condition and feeds and waters the animals and birds (if desired by the shipper).

These are the major special items which require special handling. Of course, items such as human eyes, blood and radioactive isotopes are particularly fragile and perishable items which must be handled with special care. They also are set aside in a special area, like the live creature traffic, so that supervision is easier and service is expedited.

Tracing

REA has various means available to trace shipments, depending upon the type of office that is involved. A Qantel computer has been installed at the Air Express office at O'Hare Airport in Chicago, and will be installed at four additional exclusive Air Express offices by the end of the year. With Qantel, it will be possible to show forwarding and delivery among those

five cities in a few seconds, as well as forwarding by air to all points from the five cities.

All 37 exclusive Air Express offices are connected by telex. A request for tracing between these offices can be handled in 15 minutes to 2 hours, depending on whether the shipment has been charged out to the driver at the time of the request. In addition, 22 other large offices have teletype systems. Tracing at all other offices is performed by telephone.

The tracing procedure is best illustrated by an example. If a New York City shipper telephones REA to determine the status of his shipment to Cambridge, Massachusetts, the following procedure is followed. The REA office in New York will ascertain the name of the consignee, destination, bill number, weight, and flight office. It will contact the Boston office by telex and give this information to the Boston office. The Boston office will check charge-out forms to see if a record of the shipment has been made and check the delivery sheets to see if it has been delivered. If the shipment has been charged out to the driver, but the delivery sheet not returned, the Boston office will radio the driver or call the consignee. If no record has been made, the Boston office will check whether it was mislaid, misrouted on delivery, not delivered to REA by the airlines, or otherwise lost or stolen. The information will be given to New York by telex.

SOURCE: Company records.

C.A.B. Docket 22388

Exhibit No. REA-202
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1564(a)

DISTRIBUTION OF PLACES WITH REA OFFICES BY POPULATION SIZE
July 1971

Population Size Group	Salaried Offices	Places With Agents			Branch Package Agencies	Total All Types
		Exclusive	Joint	Merchant		
1,000,000 or More	6					6
500,000 – 1,000,000	20					20
250,000 – 500,000	25					25
100,000 – 250,000	73			1	6	80
50,000 – 100,000	91				20	111
25,000 – 50,000	148	4		2	50	204
10,000 – 25,000	189	39	10	36	206	480
5,000 – 10,000	72	40	44	107	304	567
2,500 – 5,000	14	24	138	131	297	604
1,000 – 2,500	5	4	317	149	285	760
Less than 1,000	3	3	199	76	62	343
Unincorporated Places	4	3	55	26	57	145
TOTAL	650	117	763	528	1287	3345

DISTRIBUTION OF PLACES WITH REA OFFICES BY POPULATION SIZE
July 1971

Population Size Group[1]	Number of Places in Size Group	Places with REA Offices as Percent of all Places
1 million or more	6	100.0%
500,000 – 1,000,000	20	100.0
250,000 – 500,000	30	83.3
100,000 – 250,000	97	82.5
50,000 – 100,000	232	47.8
25,000 – 50,000	454	44.9
10,000 – 25,000	1128	42.6
5,000 – 10,000	1404	40.4
2,500 – 5,000	1913	31.6
1,000 – 2,500	3579	21.2
Less than 1,000	9803	3.5
Unincorporated Places	n.a.	–

n.a. = unavailable.

[1] 48 contiguous states and District of Columbia, 1970.

Source: REA Company records, Exhibit No. REA-329; and Bureau of the Census.

C.A.B. Docket 22388

Exhibit No. REA-204
Page 1 of 2

DISTRIBUTION OF ORIGINATING AND TERMINATING AIR EXPRESS SHIPMENTS BY PLACE SIZE
(excluding Branch Package Agencies)
May 1971

Population Size Group	Thousands of Shipments[1]				Percent Air of Total Air + Surface
	Total Air + Surface (O & D)	Air Express Shipments			
		Originating	Terminating	Total (O & D)	
1,000,000 or more	1,732.7	321.9	274.4	596.3	34.4%
500,000 – 1,000,000	442.9	77.0	81.1	158.1	35.7
250,000 – 500,000	361.9	50.3	67.0	117.3	32.4
100,000 – 250,000	261.4	40.2	31.7	71.9	27.5
50,000 – 100,000	45.2	6.9	4.4	11.3	25.0
25,000 – 50,000	252.4	26.6	28.5	55.1	21.8
10,000 – 25,000	247.9	11.7	17.4	29.1	11.7
5,000 – 10,000	96.0	3.2	4.8	8.0	7.3
2,500 – 5,000	39.6	0.8	1.3	2.1	5.3
1,000 – 2,500	20.3	0.5	0.7	1.2	5.9
Less than 1,000	57.1	2.5	4.0	6.5	11.4
Total	3,557.2	541.7	515.1	1,056.8	29.7%

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Exhibit No. REA-204
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DISTRIBUTION OF ORIGINATING AND TERMINATING AIR EXPRESS SHIPMENTS BY PLACE SIZE
(excluding Branch Package Agencies)
May 1971

Population Size Group	Percentage Distribution	
	Population[2]	Air Express Shipments
1,000,000 or more	48.1%	56.4%
500,000 – 1,000,000	13.1	15.0
250,000 – 500,000	11.6	11.1
100,000 – 250,000	8.9	6.8
50,000 – 100,000	1.2	1.1
25,000 – 50,000	2.9	5.2
10,000 – 25,000	6.9	2.8
5,000 – 10,000	3.7	0.8
2,500 – 5,000	1.7	0.2
1,000 – 2,500	1.3	0.1
Less than 1,000	0.4	0.6
Total	100.0%	100.0%

[1] 48 contiguous states and District of Columbia, 1970.

[2] December 31, 1970.

Source: REA Company records; Bureau of the Census.

C.A.B. Docket 22388 Exhibit No. REA-205

DISTRIBUTION OF ORIGINATING AND TERMINATING AIR EXPRESS GROSS REVENUE BY PLACE SIZE
(excluding Branch Package Agencies)
May 1971

Population Size Group	Thousands of Dollars of Revenue: Total Air + Surface (O & D)	Air Express: Originating	Air Express: Terminating	Air Express: Total (O & D)	Percent: Air of Air + Surface	Percent: of Air Total
1,000,000 or more	$ 19,544	$ 4,111	$ 3,800	$ 7,911	40.5%	57.7%
500,000 – 1,000,000	4,261	803	881	1,684	39.5	12.3
250,000 – 500,000	3,800	679	784	1,463	38.5	10.7
100,000 – 250,000	2,693	549	368	917	34.1	6.7
50,000 – 100,000	576	88	56	144	25.0	1.1
25,000 – 50,000	3,190	574	390	964	30.2	7.0
10,000 – 25,000	2,558	147	210	357	14.0	2.6
5,000 – 10,000	972	47	51	98	10.1	0.7
2,500 – 5,000	390	14	18	32	8.2	0.2
1,000 – 2,500	236	5	12	17	7.2	0.1
Less Than 1,000	932	52	65	117	12.6	0.9
Total	$ 39,152	$ 7,069	$ 6,635	$ 13,704	35.0%	100.0%

Source: REA Company records; Exhibit Nos. REA 204 and REA-212; and Bureau of the Census.

REA OFFICES HAVING NO AIR EXPRESS SHIPMENTS DURING MAY 1971

(excluding Branch Package Agencies)

Population Size Group	REA Offices	Offices With No Air Express			Offices Without Air Express As Percent of All Offices in Population Group		
		Originating	Terminating	Neither	Originating	Terminating	Neither
1,000,000 or more	53	3	4	3	5.7%	7.5%	5.7%
500,000 – 1,000,000	31	0	0	0	0.0	0.0	0.0
250,000 – 500,000	58	0	0	0	0.0	0.0	0.0
100,000 – 250,000	76	1	1	1	1.3	1.3	1.3
50,000 – 100,000	21	1	0	0	4.8	0.0	0.0
25,000 – 50,000	136	9	7	7	6.6	5.1	5.1
10,000 – 25,000	276	72	54	51	26.1	19.6	18.5
5,000 – 10,000	256	127	74	69	49.6	28.9	27.0
2,500 – 5,000	275	221	129	128	80.4	46.9	46.5
1,000 – 2,500	401	362	298	290	90.3	74.3	72.3
less than 1000	283	266	229	226	94.0	80.9	79.9
Total All Groups	1,866	1,062	796	775	56.9%	42.6%	41.5%

Source: REA Company records and Exhibit No. REA-202.

COMPARISON OF AIR EXPRESS AND AIR FREIGHT FORWARDER TRAFFIC: POUNDS PER SHIPMENT RECEIVED AND CONSOLIDATED 1970

Type of Indirect Carrier	As Received			As Consolidated[1]			Percent Increase of Pounds Per Shipment Due To Consolidation
	Shipments	Pounds	Pounds Per Shipment	Shipments	Pounds	Pounds per Shipment	
Air Express							
REA	8,835,000	243,864,305	27.6	–	–	–	0.0%
Air Freight Forwarders[2]	14,991,396	1,113,278,000	74.3	3,151,790	1,150,082,000	364.9	391.1%
Selected Carriers:							
Airborne	1,519,789	234,176,000	154.1	546,361	234,174,000	428.6	178.1%
Air-Land	115,184	12,178,000	105.7	54,789	12,178,000	222.3	110.3
Bor-Air	227,399	15,768,000	69.3	41,109	15,768,000	383.6	453.5
DAX	648,913	78,112,000	120.4	247,568	78,112,000	315.5	162.0
Emery	2,637,909	249,206,000	94.5	860,985	289,746,000	336.5	256.1
JAF	548,310	56,092,000	102.3	97,046	56,092,000	578.0	465.0
Novo	395,309	44,064,000	111.5	176,898	44,064,000	249.1	123.4
Profit-By-Air	72,791	8,854,000	121.6	30,971	8,854,000	285.9	135.1
Shulman	604,159	96,968,000	160.5	81,797	96,968,000	1,185.5	638.6
TAFS	20,768	774,000	37.3	1,614	774,000	479.6	1,185.8
UPS	4,931,860	49,688,000	10.1	5,711	47,224,000	8,269.0	817.7
Wings & Wheels	411,693	53,440,000	129.8	361,449	53,448,000	147.9	13.9
WTC	1,559,185	77,048,000	49.4	118,248	77,048,000	651.6	1,219.0

[1] Includes reconsolidated shipments.

[2] Air freight forwarders originating 97% of total industry shipments in 1969.

Source: Exhibit REA-IR-2; Cargo Economics, Inc., *Air Freight Forwarder Industry Statistics*.

C.A.B. Docket 22388

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COMMUNITIES IN WHICH REA MAINTAINS OFFICES BUT AIR FREIGHT FORWARDERS DO NOT (INCLUDING EMPLOYEES AND AGENTS)1/

(July 1971)

ALABAMA

Adamsville
Alexander City
Andalusia
Athens
Auburn
Auburn/Opelika
Bay Minette
Brewton
Calera
Camp Hill
Centreville
Clanton
Cullman
Dadeville
Demopolis
Enterprise
Eufaula
Evergreen
Foley
Ft. Payne
Gadsden
Haleyville
Jackson
Jasper
Lafayette
Lineville
Lisman
Monroeville
Montevallo
Oneonta
Ozark
Scottsboro
Selma
Sheffield
Siluria
Sylacauga
Troy
Tuskegee
Union Springs
Valley Head

ALASKA

Cordova
Healy
Ketchikan
Kotzebue
McKinley Park
Nenana
Nome

ALASKA (Cont'd)

Palmer
Talkeetna
Unalakleet
Wasilla
Yakutat

ARIZONA

Ajo
Bisbee
Buckeye
Casa Grande
Coolidge
Douglas
Globe
Holbrook
Kingman
Nogales
Page
Prescott
Safford
Sierra Vista
Wickenburg
Willcox
Winslow

ARKANSAS

Arkadelphia
Batesville
Benton
Booneville
Brinkley
Blytheville
Camden
Carlisle
Clarendon
Conway
Corning
Crossett
De Queen
De Witt
Dumas
Earle
England
Fordyce
Forrest City
Harrison
Helena

ARKANSAS (Cont'd)

Hope
Hot Springs
Hoxie/Jonesboro
Jacksonville
Magnolia
Malvern
Marianna
Marked Tree
Mc Gehee
Monticello
Morrilton
Mountain Home
Nashville
Newport
Osceola
Ozark
Paragould
Paris
Piggott
Pocohontas
Prescott
Rector
Rogers
Russellville
Searcy/Kensett
Siloam Springs
Stuttgart
Texarkana
Warren Wynne

CALIFORNIA

Al Turas
Asti
Atascadero
Banning
Barstow
Beaumont
Bishop
Blythe
Burbank/Glendale
Calexico
Chula Vista
Coalinga
Colusa
Crescent City
Delano
Fillmore
Fortuna
Grass Valley
Helm

CALIFORNIA (Cont'd)

Hemet
Hollywood
Huntington Beach
Jackson
Lakeport
Lompoc
Lone Pine
Long Beach
Los Banos
March Field
Marysville
Mentone
Mojave
Montrose
Mt. Shasta
Needles
No. Hollywood
Oakdale
Oceanside
Ojai
Paso Robles
Patterson
Placerville
Pamona
Portola
Quincy
Ridgecrest
San Bernardino
San Carlos
San Clemente
San Rafael
Santa Monica
Santa Paula
Santa Susana
San Ysidro
Saugus
Shafter
Sonora
Suisun
Susanville
Taft
Tehachapi
Torrance
Truckee
Tulare
Tule Lake
Turlock
Ukiah
Van Nuys
Wasco
Watsonville
Willits
Woodland Hills
Yreka

COLORADO

Akron
Alamosa
Aspen
Boulder
Brighton
Brush
Burlington
Canon City
Craig
Durango
Eaton
Ft. Collins
Ft. Morgan
Fowler
Glenwood Springs
Granby
Gunnison
Idaho Springs
Julesburg
Kremmling
La Junta
Lamar
Las Animas
Leadville
Limon
Louviers
Loveland
Minturn
Montrose
Paonia
Rifle
Salida
Springfield
Steamboat Springs
Trinidad
Walsenburg
Windsor
Wray
Yuma

CONNECTICUT

Berlin
Danbury
East Hampton
Higganum
Kent
New London
Norwich
Stamford/Norwalk
Waterbury
Willimantic

DELAWARE

Centerville
Clayton
Dover
Felton
Middletown
Milford
Millsboro
Newark
Rehoboth
Seaford
Selbyville

FLORIDA

Belle Glade/Chosen
Boca Raton
Brooksville
Chiefland
Clearwater
Cocoa
Crestview
Dade City
De Funiak Springs
DeLand
Ft. Myers
Ft. Walton Beach
Homestead
Key West
Kissimmee
Lake City
Lakeland
Leesburg
Live Oak
Madison
Naples
Ocala
Palatka
St. Augustine
St. Petersburg
Sebring

GEORGIA

Bremen
Brunswick
Calhoun
Cartersville
Clayton
Cordele
Cornelia
Dalton
Donaldsonville
Douglas
Elberton
Griffin
Homerville
Jackson
La Grange

GEORGIA (Cont'd)

Lakelond
Lawrenceville
Lincolnton
Lumpkin
Lyons
Madison
Marietta
McIntosh
Monroe
Preston
Rome
Sandersville
Statesboro
Thomasville
Thomson
Tifton
Toccoa
Valdosta
Vidalia
Washington
Waycross
Winder

HAWAII

Kuhului
Nawiliwili
Wahiawa

IDAHO

American Falls
Blackfoot
Bonners Ferry
Burley
Coeur D'Alene
Emmett
Grangeville
Montpelier
Moscow
Mountain Home
Nampa
Orofino
Rupert
St. Marie's
Sand Point
Wallace

ILLINOIS

Aledo
Alton
Anna
Arthur
Atwood
Augusta

ILLINOIS (Cont'd)

Beardstown
Belvidere
Bensenville
Berwyn
Braidwood
Breese
Camp Point
Canton
Carbondale
Carthage
Casey
Centralia
Chapin
Clay City
Clinton
Cobden
Columbia
Crystal Lake
Cuba
De Kalb
Dongola
Downers Grove
Dwight
Elgin
Elwood
Enfield
Flora
Fox Lake
Franklin Park
Geneseo
Gibson City
Griggsville
Hammond
Harrisburg
Herrin
Highland
Hinsdale
Hoopeston
Hubbard Woods
Jacksonville
Joliet
Kewanee
La Grange
Lanark
La Salle
Lawrenceville
Libertyville
Lincoln
Litchfield
Lombard
Mackinaw
Macomb
Mahomet
Mansfield
Marion
Marshall
Mascoutah
Mason City
Mattoon
Mendon

ILLINOIS (Cont'd)

Mendota
Metropolis
Monmouth
Mt. Carmel
Mt. Pulaski
Mt. Sterling
Naperville
New Athens
New Berlin
O'Fallon
Ogden
Olney
Ottawa
Pana
Paris
Pekin
Petersburg
Pinckneyville
Pittsfield
Princeton
Rankin
Rantoul
Red Bud
Ridgway
Robinson
Rochelle
Rock Island
Roselle
Round Lake
St. Charles
Salem
Sheffield
Shelbyville
Skokie
Sparta
Sterling Rock Falls
Streator
Sullivan
Taylorville
Tuscola
Ursa
Vandalia
Waterloo
Watseka
Waukegan
Whitehall
Wilmette
Winchester
Wyoming

INDIANA

Anderson
Angola
Attica
Auburn
Batesville
Bedford
Bicknell

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INDIANA (Cont'd)

Bluffton
Boonville
Brazil
Brookville
Castleton
Clinton
Columbia City
Columbus
Corydon
Covington
Crawfordsville
Danville
Decatur
Delphi
Elkhart
Ellettsville
Elwood
English
Farmersburg
Fort Branch
Fowler
Frankfort
Franklin
Goodland
Grabill
Greencastle
Greenfield
Greensburg
Greentown
Harrison
Hartford City
Highland
Huntingburg
Huntington
Kokomo
La Grange
Lebanon
Liberty
Ligonier
Linton
Logansport
Loogootee
Lowell
Madison
Martinsville
Michigan City
Monticello
Montpelier
Morristown
Nappanee
New Castle
Noblesville
North Judson
North Manchester
North Vernon

INDIANA (Cont'd)

Oakland City
Orleans
Osgood
Paoli
Peru
Petersburg
Plainfield
Plymouth
Portland
Princeton
Remington
Rensselaer
Richmond
Rockville
Rushville
Salem
Scottsburg
Seymour
Shelbyville
Sheridan
Shoals
Spencer
Sullivan
Syracuse
Tell City
Union City
Veedersburg
Vincennes
Warsaw
Washington
Wheatfield
Winamac
Winchester
Windfall
Wolcott

IOWA

Adair
Adel
Albia
Alden
Algona
Amana
Ames
Anamosa
Atlantic
Audubon
Bedford
Belmond
Boone
Britt
Carroll
Centerville
Central City
Chariton
Charles City
Cherokee

IOWA (Cont'd)

Clarinda
Clarion
Columbus Jct.
Corning
Corydon
Council Bluffs
Cresco
Creston
Denison
De Witt
Dunlap
Dyersville
Eldora
Emmetsburg
Estherville
Fairfield
Forest City
Ft. Dodge
Ft. Madison
Garner
Grinnell
Grundy Center
Guthrie Center
Hamburg
Hampton
Harlan
Humboldt
Independence
Indianola
Iowa City
Iowa Falls
Jefferson
Jewell
Keokuk
Knoxville
Lake City
Lansing
Laurens
Lenox
Leon
Lowden
Madrid
Malvern
Manchester
Manning
Maquoketa
Marcus
Marengo
Milford
Montezuma
Monticello
Mt. Pleasant
Mt. Vernon
Muscatine
New Hampton
Newton
Oelwein
Okoboji
Osage

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IOWA (Cont'd)

Osceola
Oskaloosa
Ottumwa
Pella
Pleasantville
Radcliffe
Red Oak
Remsen
Rockvalley
Savanna
Sheldon
Shenandoah
Spencer
Spirit Lake
Storm Lake
Story City
Strawberry Pt.
Sumner
Tama
Tipton
Villisca
Wapello
Washington
Waukon
West Union
Williamsburg
Winterset

KANSAS

Abilene
Alton
Belleville
Beloit
Chanute
Cherryvale
Clay Center
Colby
Columbus
Council Grove
Dodge City
Downs
Ellsworth
Emporia
Glasco
Goodland
Great Bend
Hays
Herington
Holton
Hoxie
Junction City
Kingman
Kinsley

KANSAS (Cont'd)

La Crosse
Leavenworth
Liberal
Lindsborg
Lyons
Mankato
Marysville
McPherson
Merriam
Minneapolis
Newton
Norway
Oakley
Osborne
Oswego
Ottawa
Phillipsburg
Pittsburg
Pleasanton
Pratt
Sabetha
St. Mary's
Scott City
Seneca
Smith Center
Stockton
Ulysses
Wamego
Winfield

KENTUCKY

Ashland
Augusta
Barbourville
Bardstown
Beattyville
Berea
Cadiz
Calvert City
Campbellsville
Carlisle
Cave City
Cloverport
Corbin
Cumberland
Danville
Elizabethtown
Falmouth
Ft. Knox
Frankfort
Franklin
Glasgow
Greensburg
Harlan

KENTUCKY (Cont'd)

Hartford
Hazard
Hitchins
Jackson
Jenkins
Lackey
Lawrenceburg
Lebanon
Leitchfield
London
Louisa
Madisonville
Manchester
Martin
Mayfield
Maysville
Middlesborough
Morehead
Mt. Sterling
Olive Hill
Paducah
Paintsville
Pikeville
Prestonburg
Princeton
Ravenna
Richmond
Russellville
Scottsville
Shepherdsville
Somerset
Sparta
Springfield
Stanford
Stearns
Vanceburg
Versailles
Walton
Williamsburg
Williamstown

LOUISIANA

Arcadia
Bastrop
Bernice
Bogalusa
Bunkie
Churchpoint
Colfax
Columbia
Coushatta
Crowley

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LOUISIANA (Cont'd)

De Quincy
De Ridder
Donaldsonville
Erath
Eunice
Franklin
Golden Meadows
Gonzales
Hammond
Haynesville
Hodge
Homer
Jeanerette
Jena
Jennings
Jonesville
Kaplan
Kentwood
Kinder
Lake Providence
Leesville
Lockport
Mandeville
Mansfield
Mansura
Many
Minden
Morgan City
Natchitoches
New Iberia
New Roads
Oakdale
Oak Grove
Opelousas
Plaquemine
Reserve
Ruston
Slidel
Spring Hill
Tallulah
Thibodaux
Vacherie
Ville Platte
Vinton
Vivian
Welsh
White Castle
Winnfield
Winnsboro
Zachary

MAINE

Brunswick
Calais
Cherryfield
Columbia Falls
Dover/Foxcroft
Eastport
Ellsworth
Fort Kent
Frenchville
Lincoln
Machias
Madawaska
Mars Hill
Millinocket
New Castle
Pittsfield
Rockland
Skowhegan

MARYLAND

Aberdeen
Annapolis
Bel Air
Beltsville
Berlin
Cambridge
Cedarhurst
Centerville
Chestertown
Cockeysville
Crisfield
Cumberland
Easton
Edgewood
Elkton
Emmitsburg
Federalsburg
Frederick
Frostburg
Glenarden
Greensboro
Hagerstown
Hampstead
Highfield
Hurlock
Laurel
Leonardtown
Lonaconing
Lutherville
Marlboro

MARYLAND (Cont'd)

Mt. Airy
Oakland
Odenton
Patuxent River
Perryville
Pittsville
Pocomoke City
Preston
Rising Sun
Rockville
Salisbury
Smithsburg
Taneytown
Union Bridge
Waldorf
Westminster
White Marsh

MASSACHUSETTS

Ayer
Blackstone
Brockton
Gardner
Lawrence
Lynnfield
Nantucket
Springfield
Vineyard Haven
Wellsfleet
Worcester

MICHIGAN

Adrian
Allegan
Alma
Alpena
Ann Arbor
Bad Axe
Baraga
Berrien Springs
Bridgman
Cadillac
Card
Carson City
Cassopolis

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MICHIGAN (Cont'd)

Coldwater
Crystal Falls
Dowagiac
East Tawas
Eben Jct.
Escanaba
Fenton
Fremont
Gaastra
Gaylord
Grand Haven
Grayling
Gwinn
Hastings
Hillsdale
Holland
Hudson
Iron Mountain
Ironwood
Jackson
Lapeer
Ludington
Mancelona
Marshall
Mass
Milford
Munising
Newberry
Niles
Onaway
Ontonagon
Oscoda
Owosso
Paw Paw
Petoskey
Port Huron
Portland
Powers
Reed City
Rogers City
Roscommon
Seney
South Haven
Stephenson
Sturgis
Three Oaks
Three Rivers
Waterford
West Branch

MINNESOTA

Ada
Aitkin
Albany
Alexandria
Annandale
Arlington
Aurora
Austin
Avon
Bagley
Baudette
Bemidji
Benson
Blue Earth
Brainerd
Breckenridge
Buffalo
Caledonia
Cambridge
Cloquet
Cokato
Cold Spring
Collegeville
Cologne
Crookston
Deer River
Delano
Detroit Lakes
Elk River
Ely
Fairfax
Faribault
Fergus Falls
Forest Lake
Fosston
Glencoe
Glenwood
Grand Rapids
Hallock
Hawley
Houston
Howard Lake
Hutchinson
International Falls
Lake City
Lester Prairie
Lesueur
Long Prairie
Luverne
Maple Plain

MINNESOTA (Cont'd)

Marshall
Mc Intosh
Melrose
Milaca
Montevideo
Monticello
Moorhead
Moose Lake
Morris
New Prague
New Ulm
North Branch
Orr
Ortonville
Osakis
Owatonna
Park Rapids
Paynesville
Perham
Pipestone
Preston
Red Wing
Redwood Falls
Roseau
St. James
St. Joseph
St. Peter
Sandstone
Sauk Centre
Slayton
Staples
Thief River Falls
Tracy
Two Harbors
Virginia
Wabasha
Wadena
Warren
Warroad
Waseca
Wheaton
White Bear Lake
Willmar
Windom
Winona
Zumbrota

MISSISSIPPI

Aberdeen
Ackerman
Amory

MISSISSIPPI (Cont'd)

Batesville
Bay Springs
Belzoni
Biloxi
Brookhaven
Bruce
Canton
Carthage
Clarksdale
Cleveland
Columbus
Corinth
Crystal Springs
Decatur
Durant
Forest
Greenville
Greenwood
Grenada
Hattiesburg
Hickory Flat
Holly Springs
Houston
Indianola
Iuka
Lake Cormorant
Laurel
Louisville
Macon
Magee
Mathiston
McComb
Mendenhall
Meridian
Monticello
Nettleton
New Albany
Newton
Olive Branch
Oxford
Parchman
Philadelphia
Picayune
Poplarville
Port Gibson
Scooba
Senatobia
Shuqualar
Starkville
Union
Vicksburg
Waynesboro
West Point
Winona
Yazoo City

MISSOURI

Albany
Ashland
Aurora
Barnhart
Belle
Bethany
Bismarck
Bolivar
Bonne Terre
Boonville
Branson
Brookfield
Brunswick
Buckner
Butler
Cabool
Cairo
California
Camdenton
Cameron
Cape Girardeau
Carrollton
Cassville
Centralia
Chesterfield
Chicopee
Chillicothe
Clinton
Concordia
Cuba
De Soto
Dexter
Dixon Doniphan
Edina
Eldon
Eldorado Springs
Eureka
Farmington
Fayette
Flat River
Ft. Leonard Wood
Fredericktown
Fulton
Grant City
Hannibal
Hayti
Henrietta
Hermann
Higginsville
Holden
Independence
Ironton
Jefferson City
Kahoka
Kennett
Kirksville
Lamar

MISSOURI (Cont'd)

Lancaster
La Plata
Lebanon
Linn
Louisiana
Macon
Malden
Mansfield
Marshall
Marshfield
Maryville
Memphis
Mexico
Monett
Montgomery
Mt. Vernon
Neosho
Nevada
Newburg
New Madrid
Owensville
Pacific
Paris
Perryville
Piedmont
Poplar Bluff
Potosi
Princeton
Reeds Spring
Richland
Rolla
St. Clair
St. Genevive
St. James
Salem
Salisbury
Sarcoxie
Sedalia
Shelbina
Sikeston
Slater
Steelville
Sullivan
Tarkio
Tipton
Troy
Truesdale
Union
Versailles
Warrensburg
Washington
Wentzville
West Plains
Windsor

MONTANA

Baker
Big Timber
Bozeman
Browning
Chester
Chinook
Choteau
Circle
Columbus
Conrad
Culbertson
Cut Bank
Deer Lodge
Dillon
Eureka
Forsyth
Gardiner
Glasgow
Glendive
Hardin
Harlem
Harlowton
Havre
Kalispell
Lewiston
Libby
Lima
Livingston
Malta
Miles City
Plains
Plentywood
Polson
Poplar
Red Lodge
Ronan
Roundup
Scobey
Shelby
Sidney
Superior
Thompson Falls
Three Forks
Townsend
W. Yellowstone
Wolf Point

NEBRASKA

Alliance
Alma
Arapahoe
Ashland
Atkinson
Aurora
Beatrice
Benkelman
Blair
Bridgeport
Broken Bow

NEBRASKA (Cont'd)

Cambridge
Chadron
Columbus
Crawford
Creighton
Crete
Curtis
De Witt
Elgin
Fairbury
Fairmont
Falls City
Franklin
Fremont
Fullerton
Geneva
Genoa
Gordon
Grant
Hartington
Hastings
Hebron
Hemingford
Humboldt
Humphrey
Imperial
Kearney
Kimball
Long Pine
Louisville
Loup City
Lyons
Mc Cook
Merriman
Milford
Minatare
Minden
Nebraska City
Neligh
Norfolk
North Platte
Oakland
Ogallala
O'Neill
Ord
Oshkosh
Osmond
Overton
Oxford
Pawnee
Ravenna
Red Cloud
Rushville
St. Paul
Scottsbluff
Seward
Sidney
Stratton
Superior
Thedford
Tilden

NEBRASKA (Cont'd)

Trenton
Valentine
Valley
Wahoo
Walthill
Wauneta
Waverly
West Point
Wilber
Wymore
York

NEVADA

Battle Mountain
Boulder City
Carlin
Carson City
Ely
Fallon
Gerlach
Hawthorne
Lovelock
Sparks
Wells
Winnemucca
Yerington

NEW HAMPSHIRE

Berlin
Center Ossipee
Concord
Dover
Hillsboro
Keene
Laconia
Littleton
North Conway
Portsmouth
Rochester

NEW JERSEY

Annandale
Asbury Park
Belvidere
Berlin
Boonton
Camden
Cape May
Dover
Elmer
Flemington
Fort Dix
Glassboro
Hackensack/Englewood

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NEW JERSEY (Cont'd)

Hackettstown
Hamburg
Highbridge
Lambertville
Millville
Morristown
Mt. Holly
New Brunswick
Newton
Patterson/Passaic/
Montclair
Penns Grove
Perth Amboy
Princeton
Wanaque/Midvale
Whitehouse
Williamstown
Woodstown

NEW MEXICO

Alamagordo
Artesia
Belen
Carlsbad
Clayton
Deming
Dexter
Farmington
Gallup
Grants
Hagerman
Hatch
Hobbs
Las Cruces
Lordsburg
Raton
Silver City
Socorro
Taos
Truth or
Consequences
Tucumcari

NEW YORK

Adams Basin
Angola
Ardsley
Auburn
Ausable Forks
Bainbridge
Baldwinsville
Batavia
Brentwood
Brewster
Burnt Hills

NEW YORK (Cont'd)

Caledonia
Camden
Canadaigua
Catskill
Clarence
Clyde
Cobleskill
Corning
Coxsackie
Depew
Dunkirk
East Aurora
Ellicottville
Fultonville
Garden City
Geneva
Glens Falls
Gouverneur
Gowanda
Greene
Hamburg
Hammondsport
Hudson
Lake George
Lake Placid
Lockport
Malone
Margaretville
Mawsena
Medina
Mid Hudson
Millbrook
Monticello
Mount Kisco
Mount Morris
North Creek
Norwich
Ogdensburg
Olean
Oneonta
Orchard Park
Oswego
Owego
Palatine Bridge
Peekskill
Perry
Port Henry
Potsdam
Ravena
Red Hook
Riverhead
Saranac Lake
Sayre
Schuylerville
Skaneateles
South Dayton
Springville
Stamford
Suffern/Nyack
Watkins Glen

NEW YORK (Cont'd)

Wayland
Wellsville
Whitney Point
Williamson
Worcester

NORTH CAROLINA

Acme
Ahoskie
Albermarle
Andrews
Aulander
Ayden
Benson
Black Mountain
Blandenboro
Boone
Brevard
Bryson
Burgaw
Burlington
Cameron
Caroleen
Chadbourne
Cherryville
Clarkton
Cliffside
Clinton
Concord
Conway
Crutchfield
Davidson
Denton
Durham
Eden
Edenton
Elizabeth City
Elizabethtown
Elkin
Ellenboro
Elm City
Enfield
Erwin
Fair Bluff
Fairmont
Farmville
Forest City
Four Oaks
Fremont
Garland
Gastonia
Greenville
Grifton
Hamlet
Havelock
Henderson
Hendersonville

NORTH CAROLINA (Cont'd)

High Point
Holly Ridge
Hominy
Hope Mills
Jacksonville
Kenly
Laurel Hill
Laurinsburg
Lewiston
Lexington
Liberty
Lillington
Littleton
Lumberton
Madison
Marion
Marshall
Marshville
Matthews
Maxton
Maysville
Mocksville
Mooresville
Morehead City
Morganton
Mt. Airy
Mt. Olive
Murphy
Nashville
Newton
North Wilkesboro
Oxford
Parkton
Pembroke
Pine Level
Pine Tops
Pittsburo
Pleasant Garden
Plymouth
Polkton
Ramseur
Randleman
Red Spring
Rich Square
Robersonville
Rockwell
Roduco
Roseboro
Rose Hill
Rowland
Roxboro
Rural Hall
Rutherfordton
St. Paul
Salisbury
Sanford
Seaboard
Selma

NORTH CAROLINA (Cont'd)

Shelby
Siler City
Southern Pines
Spring Hope
Spruce Pine
Star
Statesville
Stoneville
Tabor City
Taylorsville
Topton
Troy
Tryon
Tuxedo
Valdese
Varina
Wadesboro
Wake Forest
Wallace
Walnut Cove
Warsaw
Washington
Waynesville
Weldon
West End
Whiteville
Williamston
Windsor
Woodland
Yanceyville

NORTH DAKOTA

Ashley
Beach
Belfield
Beulah
Bottineau
Bowbells
Bowman
Casselton
Cavalier
Cooperstown
Crosby
Devils Lake
Dickinson
Drake
Drayton
Dunseith
Ellendale
Emerado
Enderlin
Fairmount
Garrison
Glen Ullin
Grafton
Grand Forks
Hankinson
Harvey

NORTH DAKOTA (Cont'd)

Hatton
Hazen
Hebron
Hettinger
Hillsboro
Jamestown
Kenmore
Langdon
Lansford
Larimore
Linton
Lisbon
Mayville
Minto
Mohall
Mott
Napoleon
New Salem
Noonan
Northwood
Oakes
Park River
Pembina
Portal
Powers Lake
Ray
Richardton
Rolette
Rolla
Rugby
Scranton
Sherwood
Souris
Stanley
Stanton
Steele
Tioga
Towner
Turtle Lake
Valley City
Wahpeton
Walhalla
Watford City
Westhope
Williston
Wishek

OHIO

Arlington
Batavia
Bedford
Bellefontaine
Bryan
Cambridge
Celina
Chillicothe
Coshocton
East Liverpool
Elyria

OHIO (Cont'd)

Fostoria
Galion
Garrettsville
Genoa
Greenwich
Jackson
Kenton
Kingston
Lawrenceburg
Logan
Marietta
Marion
McConnellsville
Middleport
Middletown
Mount Orab
Newark
Norwalk
Painesville
Paulding
Peebles
Piqua
Port Clinton
Portsmouth
Ravenna
Rittman
Salem
Sardinia
Springfield
Steubenville
Tiffin
Wauseon
Wickliffe
Williamburg
Wilmington
Winchester
Zanesville

OKLAHOMA

Ada
Adair
Afton
Allen
Altus
Alva
Andarko
Antlers
Apache
Ardmore
Atoka
Barnsdall
Bartlesville
Billings
Binger
Bixby

OKLAHOMA (Cont'd)

Blackwell
Blanchard
Bristow
Broken Arrow
Broken Bow
Buffalo
Burbank
Burns Flat
Butler
Cache
Calvin
Carmen
Carnegie
Cement
Chandler
Checotah
Chelsea
Cherokee
Cheyenne
Chickasha
Chauteau
Claremore
Cleveland
Clinton
Coalgate
Comanche
Cordell
Covington
Coweta
Coyle
Crescent
Cushing
Custer City
Cyril
Dill City
Dover
Drumright
Duncan
Durant
Elgin
Elk City
El Reno
Enid
Eufaula
Fairfax
Fairview
Fletcher
Ft. Cobb
Ft. Towson
Foss
Foyill
Frederick
Garber
Geary
Gore
Gotebo
Grandfield

OKLAHOMA (Cont'd)

Granite
Grove
Guymon
Hallett
Harrah
Hartshorne
Haskell
Healdton
Heavener
Hennessey
Hinton
Hobart
Holdenville
Hollis
Hominy
Hugo
Hydro
Idabel
Inola
Jay
Jenks
Jennings
Jet
Kingfisher
Konowa
Lamont
Langley
Langston
Lawton
Leedey
Lindsay
Locust Grove
Lone Wolf
Madill
Mangum
Marlow
Marshall
Maud
Maysville
Mc Alester
Mc Loud
Medford
Meeker
Minco
Mooreland
Mountain View
Mulhall
Muskogee
Nash
Newkirk
Noble
Norman
Nowata
Oilton
Okarche
Okay
Okeene
Okemah
Okmulgee

OKLAHOMA (Cont'd)

Olustee
Oolagah
Paden
Panama
Paul's Valley
Pawhuska
Pawnee
Perkins
Perry
Ponca City
Pond Creek
Poteau
Prague
Pryor
Purcell
Ringling
Roosevelt
Rush Springs
Ryan
Salina
Sallisaw
Sayre
Seiling
Seminole
Sentinel
Shawnee
Shidler
Skiatook
Snyder
Southard
Spavinaw
Spiro
Stigler
Stillwater
Stilwell
Strang
Stroud
Tahlequah
Talihina
Tecumseh
Temple
Thomas
Tonkawa
Tuttle
Valliant
Verden
Vian
Vici
Vinita
Wagoner
Walters
Watonga
Waukomis
Waurika
Wayne
Waynoka
Weatherford
Welch

OKALAHOMA (Cont'd)

Weleetka
Westville
Wetumka
Wewoka
Wilburton
Wilson
Wister
Woodward
Wynnewood
Yale

OREGON

Astoria
Baker
Beaverton
Bend
Burns
Clatskanie
Coquille
Cottage Grove
Dallas
Florence
Forest Grove
Gold Beach
Grant's Pass
Gresham
Hermiston
Hillsboro
Hood River
Independence
Junction City
La Grande
Lake Oswego
Lakeview
Lebanon
Madras
McMinnville
Mt. Angel
Newberg
Newport
Ontario
Pendelton
Prineville
Redmond
St. Helen's
Sherwood
Silverton
Sweet Home
The Dalles
Tillamook
Woodburn

PENNSYLVANIA

Altoona
Ambler
Annandale
Apollo
Ardmore
Avondale
Bakerstown
Bangor
Barnesboro
Beaver Falls
Bedford
Bellefonte
Berlin
Berwyn
Bethlehem
Blairsville
Bloomsburg
Blossburg
Boothwyn
Boswell
Bristol
Brookville
Burgettstown
Butler
Carbondale
Carlisle
Carnegie
Centre Hall
Chambersburg
Charleroi
Chicora
Chinchilla
Clarion
Claysville
Clearfield
Coatesville
Conneaut Lake
Conneautville
Connellsville
Cornwells Heights
Corry
Coudersport
Cresson
Daleville
Doylestown
DuBois
East Greenville
Easton
Elizabethtown
Ellwood City
Emporium
Ephrata
Everett
Export
Finleyville
Gettysburg
Glen Mills
Glen Riddle
Great Bend
Greensburg
Grove City
Hamburg

PENNSYLVANIA (Cont'd)

Hanover
Hazleton
Holsopple
Honesdale
Huntingdon
Huntingdon Valley
Indiana
Kane
Kittanning
Kutztown
Lansdale
Latrobe
Leaman Place
Lebanon
Lehighton
Lewistown
Ligonier
Linesville
Littlestown
Lock Haven
Mars
McDonald
McKeesport
Meadville
Mechanicsburg
Mercer
Mercersburg
Meyersdale
Middleburg
Middletown
Millersburg
Milton
Montrose
Mountain Home
Mt. Bethel
Mt. Pleasant
Mt. Union
Muncy
Natrona Hts.
New Bethlehem
New Castle
New Holland
New Kensington
Newport
Newtown
Nicholson
Norristown
Oakmont
Oil City
Pen Argyl
Philipsburg
Phoenixville
Pine Grove
Pocono Summit
Point Marion
Port Allegheny
Pottstown
Punxsutawny
Quarreyville
Red Lion
Renovo
Ridgway

PENNSYLVANIA (Cont'd)

St. Marys
Saxton
Schuykill Haven
Sewickley
Sharon
Shenandoah
Shippensburg
Smethport
Somerset
Souderton
Spring Grove
State College
Stroudsburg
Sunbury
Tobyhanna
Troy
Tunkhannock
Turnpike
Tyrone
Uniontown
Warren
Washington
Watsontown
Waynesboro
Waynesburg
Wellsboro
West Chester
West Salisbury
Wilkes Barre
Williamsburg
Wyalusing
Wysox
Zelienople

RHODE ISLAND

Oakland
Tiverton

SOUTH CAROLINA

Aiken
Allendale
Andrews
Barnwell
Batesburg
Bath
Beaufort/Pt. Royal
Bennettsville
Bethune
Bishopville
Blackville
Camden
Carlisle
Central
Cheraw
Chester
Clearwater
Clemson

SOUTH CAROLINA (Cont'd)

Clinton
Clover
Conway
Darlington
Denmark
Dillon
Easley
Edgemoor
Ehrhardt
Elloree
Estill
Fairfax
Ft. Mill
Gaffney
Georgetown
Graniteville
Greenwood
Hampton
Hardeeville
Heath Springs
Hemingway
Holly Hill
Johns Island
Johnsonville
Johnston
Kershaw
Kingstree
Lake City
Lancaster
Laurens
Lexington
Lobeco
Loris
Lyman
Manning
Moncks Corner
Mt. Pleasant
Mullins
Myrtle Beach
Newberry
Orangeburg
Pamplico
Pickens
Prosperity
Ravenel
Ridgeland
Rock Hill
St. George
St. Matthews
St. Stephens
Salley
Seneca
Society Hill
Spartanburg
Summerville
Sumter
Taylors
Union
Walterboro
Ware Shoals
Witmire
Winnsboro
York

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SOUTH DAKOTA

Belle Fourche
Beresford
Bowdle
Bristol
Britton
Chamberlain
Clear Lake
Custer
Deadwood
De Smet
Eagle Butte
Edgemont
Elk Point
Eureka
Faulkton
Freeman
Gettysburg
Gregory
Groton
Hot Springs
Huron
Ipswich
Irene
Kadoka
Kimball
Lemmon
Madison
Marion Jct.
McIntosh
McLaughlin
Milbank
Miller
Mitchell
Mobridge
Murdo
Onida
Parker
Parkston
Phillip
Plankinton
Platte
Presho
Redfield
Roscoe
Salem
Scotland
Selby
Sisseton
Spearfish
Sturgis
Tripp
Vilborg
Wagner
Watertown
Webster
Winner
Woonsocket
Yankton

TENNESSEE

Alamo
Alcoa
Athens
Bells
Bolivar
Brownsville
Bruceton
Camden
Carthage
Centerville
Charleston
Clinton
College Grove
Columbia
Cookeville
Copperhill
Cowan
Crossville
Daisy
Dayton
Dickson
Dresden
Dunlap
Dyer
Dyersburg
Elizabethton
Erin
Erwin
Etowah
Fayetteville
Franklin
Gallatin
Gleason
Greensville
Harriman
Hartsville
Helenwood
Henderson
Hohenwald
Humboldt
Huntingdon
Jellica
Johnson City
Jonesboro
Lafayette
La Follette
Lake City
Lawrenceburg
Lebanon
Lenoir City
Lewisburg
Lexington
Loudon
Manchester
Martin
Maryville
Mascot
Mc Kenzie
Mc Minnville
Milan

TENNESSEE (Cont'd)

Millington
Morristown
Murfreesboro
Newport
Niota
Oak Ridge
Obion
Oneida
Ooltewah
Paris
Portland
Powell
Pulaski
Ridgley
Ripley
Robbins
Rockwood
Rogersville
Selmer
Sevierville
Sewanee
Shelbyville
Smyrna
So. Pittsburg
Sparta
Spring City
Springfield
Sweetwater
Tazewell
Tracy City
Trenton
Trimble
Tullahoma
Union City
Winchester

TEXAS

Albany
Alice
Alpine
Andrews
Anson
Archer City
Atlanta
Athens
Bay City
Beeville
Big Spring
Boerne
Bonham
Borger
Bowie
Breckenridge
Brenham
Bridgeport
Brownfield
Brownwood
Cameron

TEXAS (Cont'd)

Canyon
Chico
Childress
Chillicothe
Cisco
Clarendon
Claude
Cleburne
Coleman
Colorado City
Comanche
Conroe
Copperas Cove
Corsicana
Crockett
Crystal City
Daingerfield
Dalhart
Decatur
Del Rio
Dumas
Eagle Pass
Eastland
Edna
El Campo
Electra
Elgin
Ennis
Ft. Stockton
Ft. Worth
Fredericksburg
Friona
Gainesville
Giddings
Gilmer
Gonzales
Graham
Grapevine
Greenville
Haskell
Hearne
Hereford
Hillsboro
Hondo
Huntsville
Jacksboro
Jacksonville
Jasper
Katy
Kerrville
Killeen
Kingsville
La Grange
Lamesa
Lampasas
Lancaster
Levelland
Liberty
Littlefield

TEXAS (Cont'd)

Lockhart
Luling
Marlin
Marshall
Mc Caney
Mc Kinney
Mc Lean
Memphis
Mexia
Mineola
Mineral Wells
Monahans
Mt. Pleasant
Muenster
Muleshoe
Navasota
New Braunfels
Nacogdoches
Nocona
Odem
Olney
Paducah
Palestine
Pampa
Pearsall
Pecos
Perryton
Pittsburg
Plainview
Port Lavaca
Post
Ranger
Rankin
Raymondville
Refugio
Ringold
Rio Grande City
Rosenberg
Rusk
St. Jo
San Angelo
San Marcos
Seagraves
Seguin
Seymour
Shamrock
Silsbee
Sinton
Slaton
Spearman
Stamford
Stephenville
Stinnett
Sulphur Springs
Sweeny
Sweetwater
Taylor
Temple
Terrell
Tulia

TEXAS (Cont'd)

Uvalde
Vernon
Waxahachie
Weatherford
Wellington
Wharton
Wichita Falls
Winters
Yoakum

UTAH

Cedar City
Delta
Fillmore
Logan
Manti
Marysville
Moab
Moroni
Nephi
Ogden
Price
Provo
Richfield
Salina
Sigurd
Thompson
Vernal
Wendover

VERMONT

Bellows Falls
Brattleboro
Fair Haven
Middlebury
Montpelier
Morrisville
Newport
North Bennington
Rutland
St. Johnsbury
Wells River
White River Jct.

VIRGINIA

Abingdon
Alexandria
Altavista
Amelia
Amherst
Appalachia
Appomattox
Arrington
Ashland
Austinville

VIRGINIA (Cont'd)

Bassett
Bedford
Berryville
Blacksburg
Blackstone
Blue Ridge
Boones Mill
Boykins
Bremo
Brookneal
Buchanan
Buena Vista
Burkeville
Cape Charles City
Chase City
Chatham
Cheriton
Chester
Christiansburg
Clarksville
Cleveland
Coeburn
Covington
Crewe
Crozet
Culpepper
Danville
Dillwyn
Dinwiddie
Eden
Edinburg
Elkton
Emporia
Exmore
Falls Church
Farmville
Fieldale
Franklin
Fremont
Front Royal
Gate City
Glade Spring
Glasgow
Gloucester Court House
Goshen
Grottoes
Grundy
Hallwood
Harrisonburg
Hopewell
Hot Springs
Jarratt
Kenbridge
Keysville
Kilmarnock
La Crosse
Lawrenceville
Lecato

VIRGINIA (Cont'd)

Lee Hall
Lexington
Lively
Louisa
Luray
Marion
McKenney
Milford
Mineral
Monroe
Mt. Jackson
Narrows
Newington
Norton
Orange
Pamplin
Parksley
Pearisburg
Pennington
Petersburg
Providence/Forge
Pulaski
Purcellville
Quantico
Radford
Remington
Richlands
Ridgeway
Rocky Mt.
St. Paul
Saltville
Scottsville
Shenandoah
Smithfield
South Hill
So. Norfolk
Staunton
Stoney Creek
Stuarts Draft
Suffolk
Sunset Hills
Tappahannock
Tasley
Tazewell
The Plains
Timberville
Troutville
Victoria
Wakefield
Warrenton
Warsaw
Waverly
Waynesboro
West Point
Whyteville
Williamsburg
Windsor

WASHINGTON

Aberdeen
Arlington
Bellevue
Blaine
Bremerton
Brewster
Centralia/Chehalis
Chelan
Cheney
Chewelah
Cle Elum
Colville
Coulee City
Edmonds
Ellensburg
Enunclaw
Everett
Kelso
Lynden
Monroe
Moses Lake
Mt. Vernon
Newport
Oakesdale
Olympia
Omak/Okanogan
Oroville
Othello
Palouse
Port Angeles
Port Townsend
Pullman
Raymond
Reardan
Redmond
Ritzville
Sunnyside
Tonasket
Wentuchee
Wilbur

WEST VIRGINIA

Alderson
Athens
Barboursville
Beckley
Belington
Belle
Bluefield
Buckhannon
Burnsville
Clendennin
owen
anville
urbin
lkins
airmont
lemington
assaway
lenville
rafton

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WEST VIRGINIA (Cont'd)

Hancock
Harpers Ferry
Hinton
Iaeger
Kingwood
Lewisburg
Logan
Man
Marlinton
Masontown
Milton
Montgomery
Moundsville
Mullens
New Haven
New Martinsville
Nitro
North Fork
Oak Hill
Parsons
Pennsboro
Petersburg
Philippi
Point Pleasant
Rainelle
Ravenswood
Richwood
Ripley
Ronceverte
Rowlesburg
St. Albans
St. Marys
Spencer
Summersville
Terra Alta
Welch
Wellsburg
Weston
White Sulphur Springs
Whitesville
Wierton
Worthington
Keyser

WISCONSIN

Adams
Almond
Altoona
Appleton
Ashland
Augusta

WISCONSIN (Cont'd)

Baldwin
Barneveld
Barron
Beaver Dam
Beloit
Berlin
Black Creek
Black River Falls
Bloomer
Brandon
Brillion
Brodhead
Burlington
Camp Douglas
Cedarburg
Centuria
Chetek
Chilton
Chippewa Falls
Clinton
Clintonville
Colby
Colfax
Columbus
Cornell
Cottage Grove
Crandon
Crivitz
Cross Plains
Cudahy
Cumberland
Darlington
Dodgeville
Dresser
Durand
Eagle River
Elroy
Evansville
Exeland
Fond Du Lac
Ft. Atkinson
Frederic
Fredonia
Galesville
Genoa City
Green Lake
Hartland
Hayward
Hilbert
Hudson
Jim Falls
Kewaunee
Ladysmith
Lodi
Lone Rock

WISCONSIN (Cont'd)

Manawa
Manitowac
Markesan
Mauston
Mayville
Mazomanie
McFarland
Medford
Mellen
Menasha
Menomonee Falls
Menomonee
Merrill
Merrillan
Middleton
Millston
Milltown
Mineral Point
Monico
Monroe
Montfort
Mosinee
Mount Horeb
Muscoda
Nekoosa
New Lisbon
New Richmond
Oconomowoc
Oconto
Orfordville
Osceola
Owen
Oxford
Park Falls
Paynette
Pembine
Pewaukee
Phillips
Plymouth
Portage
Port Washington
Prairie Du Chien
Prentice
Racine/Kenosha
Randolph
Random Lake
Rhinelander
Rice Lake
Richland Center
Sauk City/Prairie
du Sac
Seymour
Shawano
Sheboygan
Shell Lake
Shullsburg
Solon Springs

WISCONSIN (Cont'd)

So. Milwaukee
Sparta
Spencer
Spooner
Spring Green
Stanley
Stevens Point
Stone Lake
Stoughton
Sturtevant
Sun Prairie
Thorp
Tomah
Tomahawk
Turtle Lake
Verona
Viroqua
Waterloo
Waukesha
Waupaca
Wautoma
West Bend
Weyauwega
Weyerhauser
Whitewater
Wisconsin Dells
Wisconsin Rapids
Woodruff

WYOMING

Basin
Buffalo
Cody
Gillette
Greybull
Guernsey
Jackson
Lander
Laramie
Lovell
Lusk
New Castle
Powell
Rawlins
Riverton
Rock Springs
Sheridan
Torrington
Upton
Wheatland
Worland

TOTAL COMMUNITIES: 2,973

1/ Based on data for the following forwarders: Airborne, Air-Land, Aero Special, J. E. Bernard, Bor-Air, CF Air-freight, Domestic Air Express, Emery, Jet Air Freight, Novo, Profit-by-Air, Santa Fe Air Freight, Shulman, Southern Pacific Air Freight, Trans-Air, United Parcel (Air), Wells Fargo, Wings & Wheels and WTC.

SOURCE: REA company records; Exhibit Nos. EAF 1-3; CFAF-IR-1, 2; DAX-IR-1, 2; UPS-IR-1, 2; SPAF-IR-1, 2; JAF-IR-1, 2; WW-IR-II 1, II 2; J. E. Bernard & Co. IR, pp. 2, 3; Wells Fargo Air Express, Inc. IR Ex. 1 and Appendix A; TAFS 1-3; ASAF Attachment A; AFFA-IR-1, 2. The Information Responses of United Parcel Service Co. indicate that its air freight forwarding services are coordinated with the services of UPS (Ohio) and UPS (New York), but the facilities of the latter two corporations are not listed.

COMPARISON OF COMMODITIES UNACCEPTABLE FOR CARRIAGE: AIR EXPRESS AND AIR FREIGHT FORWARDERS
As At August 1, 1971

Unacceptable Commodities	REA Air Express	AIR FREIGHT FORWARDERS									Air Carriers PU&D	Notes
		AB	DX	EM	JT	NV	SL	UP	WW	WT		
Accounts											x	
Antiques			x			x						1
Art Works		x	x	x		x		x	x	x	x	2
Bank Notes		x	x						x		x	
Bills of Exchange		x				x					x	
Bonds, Bond Coupons		x	x			x			x			
Certificates, shares, share coupons, stocks, traveler's checks, war saving or saving stamps									x			
Clothing on racks or hangers, not packaged			x		x	x						
Coins of any kind		x	x	x	x	x	x	x	x	x		
Currency (paper and coin of any nationality)		x	x	x	x	x	x	x	x	x	x	
Deeds or Mortgages		x				x			x		x	
Dore Bullion		x	x	x	x	x	x	x	x		x	
Evidences of debt		x									x	
Fragile articles liable to damage by shock	x											
Furniture or Household Goods uncrated or unwrapped			x	x	x		x		x	x		

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COMPARISON OF COMMODITIES UNACCEPTABLE FOR CARRIAGE: AIR EXPRESS AND AIR FREIGHT FORWARDERS
As At August 1, 1971

Unacceptable Commodities	REA Air Express	AIR FREIGHT FORWARDERS									Air Carriers PU&D	Notes
		AB	DX	EM	JT	NV	SL	UP	WW	WT		
Furs		x	x		x	x		x	x			3
Fur garments or fur trimmed garments			x			x		x	x			3
Fur pelts			x					x				3
Gems or stones, precious or semi-precious, cut or uncut, including industrial diamonds or commercial carbons		x	x	x	x	x	x	x	x	x		4
Gold Bullion, cyanides, Dust or Sulfides or any form of uncoined gold		x	x	x	x	x	x	x	x	x	x	
Gold or silver coined concentrates		x						x				
Hair and/or hair products, viz., chignons, coiffures, falls, toupees, wigs and switches valued under $500 per shipment						x			x			
Hatching Eggs									x			
Human remains			x	x		x	x	x		x	x	5
Intoxicating Liquors									x			
Jewelry, other than costume		x	x			x	x	x	x	x	x	6
Live Animals			x	x		x	x	x		x	x	7

COMPARISON OF COMMODITIES UNACCEPTABLE FOR CARRIAGE: AIR EXPRESS AND AIR FREIGHT FORWARDERS
As At August 1, 1971

Unacceptable Commodities	REA Air Express	AIR FREIGHT FORWARDERS									Air Carriers PU&D	Notes
		AB	DX	EM	JT	NV	SL	UP	WW	WT		
Live Birds			x	x							x	
Live Fish			x	x							x	
Live Insects				x							x	
Live Reptiles			x	x							x	
Money		x	x			x		x			x	
Money, Jewelry, negotiable paper, liquids, fragile or perishable articles, precious metals, and precious stones enclosed in shipments of personal effects	x	x	x	x	x	x	x	x	x	x	x	8
Negotiable paper or any kind		x	x					x	x		x	9
Other articles of extraordinary value								x				
Pearls		x	x			x						
Platinum		x	x	x	x	x	x	x		x	x	
Precious metals, other than Platinum		x	x						x			
Promissory Notes		x					x				x	
Radioactive Materials												
Securities, Negotiable		x	x	x	x	x	x	x	x	x	x	
Silver Bullion, Concentrates, Cyanides, Precipitates, Sulfides or any form of uncoined silver		x	x	x	x	x	x	x	x	x	x	

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COMPARISON OF COMMODITIES UNACCEPTABLE FOR CARRIAGE: AIR EXPRESS AND AIR FREIGHT FORWARDERS
As At August 1, 1971

Unacceptable Commodities	REA Air Express	AIR FREIGHT FORWARDERS									Air Carriers PU&D	Notes
		AB	DX	EM	JT	NV	SL	UP	WW	WT		
Stalls, Horse or Cattle										x		
Trading Stamps		x	x									
Transit tickets or tokens		x	x									
Uncancelled Postage or revenue stamps		x	x						x			
Watches		x	x			x			x	x		10
General Restrictions												
Any shipment prohibited by law	x	x	x	x		x			x			11
Shipments consigned to an individual or firm at another point	x											
Shipments consigned "To Order of" or "To Order-Notify"	x			x					x			
Shipments containing pieces, the girth and length of which, combined, are in excess of 108" or weighing in excess of 50 pounds												
Shipments containing pieces which (1) the length of any piece is 264" or more, or (2) the width of any piece is 125" or more			x									

1595(a)

COMPARISON OF COMMODITIES UNACCEPTABLE FOR CARRIAGE: AIR EXPRESS AND AIR FREIGHT FORWARDERS
As At August 1, 1971

General Restrictions	REA Air Express	AIR FREIGHT FORWARDERS									Air Carriers PU&D	Notes
		AB	DX	EM	JT	NV	SL	UP	WW	WT		
Shipments for which carrier is required to obtain Federal, State or Local license for their transportation when the carrier has elected not to comply with such license requirements	x			x		x					x	
Shipments improperly packed or packaged			x	x		x		x	x			12
Shipments not accompanied by proper documentation and necessary information as required by convention, statute or tariff applicable to such shipments			x	x		x						
Shipments not expressly covered by rules or by the tariff which would be likely to cause damage to other shipments, equipment, crew or passengers or the carriage of which is prohibited by law	x		x	x		x		x	x			
Shipments of an inherent nature or defect which indicates to the forwarder that such transportation could not be furnished by the forwarder without loss of loss of or damage to the shipment			x	x		x			x			

COMPARISON OF COMMODITIES UNACCEPTABLE FOR CARRIAGE: AIR EXPRESS AND AIR FREIGHT FORWARDERS
As At August 1, 1971

General Restrictions	REA Air Express	AIR FREIGHT FORWARDERS									Air Carriers PU&D	Notes
		AB	DX	EM	JT	NV	SL	UP	WW	WT		
Shipments requiring special attention, protection or care en route			x	x		x						
Shipments requiring special devices for safe handling unless such special devices are provided and operated by and at the risk of the shipper or consignee	x							x			x	
Shipments which require an attendant									x			
TOTAL RESTRICTIONS – 60	8	28	39	25	12	31	14	23	30	15	25	

Code Key: x = Restricted (*i.e.*, unacceptable for carriage).
AB = Airborne; DX = Domestic Air Express; EM = Emery Air Freight; JT = Jet Air Freight; NV = Novo Air Freight; SL = Shulman Air Freight; UP = United Parcel Service (air); WW = Wings & Wheels; WT = WTC Air Freight.

COMPARISON OF COMMODITIES UNACCEPTABLE FOR CARRIAGE: AIR EXPRESS AND AIR FREIGHT FORWARDERS
As At August 1, 1971

N O T E S

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[1] Domestic will not accept when value exceeds $50.00; Novo will not accept when value exceeds $500.00.

[2] Airborne will not accept when value exceeds 50¢ per pound; Domestic will not accept when value exceeds $50.00; Emery, Novo, and Wings & Wheels will not accept when value exceeds $500.00.

[3] Jet will not accept when value exceeds 50¢ per pound or $50.00; Wings & Wheels will not accept when value exceeds $500.00.

[4] Emery will not accept industrial diamonds when value exceeds $500.00.

[5] Pickup and Delivery Services will be provided on shipments of human remains at eleven named cities by carriers named in Rule 20 of Pickup and Delivery Tariff 3-C, C.A.B. 19.

[6] Domestic and WTC will not accept when value exceeds $50.00.

[7] Applicable only to AC, BN, FT, RD and WA.

[8] Generally, other carriers will not accept under any circumstances while Air Express restricts acceptance only when enclosed with personal effects.

[9] UPS does not accept shipments with a declared value.

[10] Airborne will not accept when value exceeds 50¢ per pound; Wings & Wheels will not accept when value exceeds 50¢ per pound or $50.00; Domestic and WTC will not accept when value exceeds $50.00; Novo will not accept when value exceeds $500.00.

[11] Applies to all carriers though not named by all.

[12] All carriers would observe rule.

SOURCE: Air Express Tariff No. 1, CAB 1; Airborne Rules Tariff No. 2, CAB 21; Domestic Rules Tariff No. 2, CAB 3; Emery Rules Tariff No. 2, CAB 45; Wings & Wheels Rate Tariff GC-8, CAB 13; Novo Rules Tariff No. 1, CAB 4; Shulman Rules Tariff, CAB 38; WTC General Commodity Tariff, CAB 7; Jet Rate Tariff No. 6, CAB 7; Air Freight Rules Tariff 1-B, CAB 96; Air Freight Pickup and Delivery Tariff 3-C, CAB 19; UPS Air Parcel Tariff No. 1-C, CAB 5.

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COMPARATIVE CONCENTRATION OF AIR EXPRESS AND AIR FREIGHT FORWARDERS AT TOP FIVE POINTS
February 1971

	Percent of Total Traffic Originated At Top 5 Points on System[1]		
	Revenue	Pounds	Shipments
REA Air Express	10%	10%	10%
Selected Forwarders:			
United Parcel Service (Air)[1]	100%	100%	100%
Southern Pacific Air Freight[2]	100	100	100
Profit By Air	86	93	72
Air-Land	75	70	46
Shulman	55	56	77
Wings and Wheels	51	52	46
C.F. Air Freight	49	56	41
DAX	44	55	n.a.
Airborne	n.a.	n.a.	30[3]
WTC	n.a.	n.a.	29
Novo	27	32	22
Emery	16	16	19

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COMPARATIVE CONCENTRATION OF AIR EXPRESS AND AIR FREIGHT FORWARDERS AT TOP FIVE POINTS
February 1971

	Revenue (000)		Pounds (000)		Shipments	
	Total System	Top 5 Points	Total System	Top 5 Points	Total System	Top 5 Points
Selected Air Freight Forwarders						
Airborne	$ 4,437	na	13,504	na	108,403	31,128
Air-Land	205	$ 154	586	597	6,555	3,171
C.F. Air Freight	184	90	593	332	4,829	1,975
DAX	1,598	699	4,850	2,677	na	na
Emery	5,645	901	16,160	2,529	195,533	36,923
Novo	891	245	2,548	827	27,175	6,038
Profit By Air	660	546	2,285	2,069	12,473	9,010
Shulman	1,994	1,099	8,452	4,757	43,286	33,427
Southern Pacific Air Freight[2]	2	2	8	8	45	45
United Parcel Service (Air)[1]	1,132	1,132	3,761	3,761	na	na
Wings and Wheels	1,041	531	3,297	1,704	27,930	12,942
WTC	2,018	na	5,370	na	89,154	31,128
Total	$ 13,352[4]	$ 5,399	42,540	19,261	515,383	165,787
REA Air Express	$ 8,377	$ 871	18,706	1,872	702,800	70,000
Percent Air Express of Air Freight Forwarders	63%	16%	44%	10%	136%	42%

na = unavailable.

Note: Top points ranked by pounds, except for Airborne and WTC which are ranked by shipments. Traffic concentration is generally understated due to lack of data beyond the top 100 city pairs.

[1] Operation at 4 places.

[2] Operation at 2 places.

[3] Calculated from pieces.

[4] Excludes Airborne and WTC.

Source: Exhibit Nos. REA-336 through REA-348.

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Exhibit No. REA-349
Page 1 of 2

COMPARATIVE CONCENTRATION OF AIR EXPRESS AND AIR FREIGHT FORWARDERS IN TOP 15 CITY-PAIR MARKETS
Feburary 1971

	Revenues	Pounds	Shipments
		(000)	
Top 15 Air Freight Forwarder Markets[1]			
New York-Los Angeles	$870	2696	11,741
New York-San Juan	400	1830	5402
New York-Chicago	254	1172	7638
New York-San Francisco	203	838	3030
Chicago-Los Angeles	239	811	3122
Miami-San Juan	96	429	2476
New York-Miami	107	425	4201
New York-Dallas	111	414	5373
Chicago-San Francisco	101	326	1251
Chicago-Philadelphia	54	270	2412
New York-Detroit	52	251	1525
Chicago-Newark	62	228	2197
Newark-San Juan	33	154	240
Los Angeles-Newark	65	141	1683
New York-Seattle	53	139	–
Total, Top 15	$2,800	10,124	52,291

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COMPARATIVE CONCENTRATION OF AIR EXPRESS AND AIR FREIGHT FORWARDERS IN TOP 15 CITY-PAIR MARKETS
February 1971

	Revenues	Pounds (000)	Shipments
Top 15 Air Express Markets			
Chicago-Detroit	20	97	1992
Chicago-New York	80	60	3234
New York-Chicago	32	58	2764
New York-Washington	17	57	1704
Chicago-Los Angeles	31	51	2049
Chicago-Minneapolis-St. Paul	21	50	1639
New York-Los Angeles	34	49	2048
Chicago-St. Louis	13	48	1237
Detroit-Chicago	14	48	1416
Detroit-St. Louis	11	46	712
Chicago-New Orleans	13	44	599
New York-Boston	12	41	1268
Washington-New York	10	37	1277
Minneapolis-St. Paul-Chicago	14	35	1140
Chicago-Cincinnati	8	35	786
Total, Top 15	$331	756	23,865
Total for all Markets			
Six Air Freight Forwarders[1]	$10,527	33,793	285,022
REA Air Express	8,377	18,706	702,800
Top 15 Markets as Percent of Total Traffic			
Six Air Forwarders	27	30	18
REA Air Express	4	4	3

[1] Air Freight Forwarder data shown are for Air-Land, Emery, Novo, Profit-by-Air, Shulman, and United Parcel Service (Air), except for UPS shipments, which are unavailable.

Source: REA Company records; Exhibits REA-IR-1; AFFA-IR-10-A, AFFA-IR-10-B; AFFA-IR-10-C, AFFA-IR-10-D (revised); AFFA-IR-10E, AFFA-IR-10-F; EAF-9; UPS-IR-10.

COMPARATIVE CONCENTRATION OF AIR EXPRESS AND AIR FREIGHT FORWARDERS IN TOP 100 CITY-PAIR MARKETS

Type of Indirect Carrier	Revenue (000)		Pounds (000)		Shipments		Top 100 as Percent of Carrier Total		
	Top 100	Company Total	Top 100	Company Total	Top 100	Company Total	Revenue	Pounds	Shipments
Air Express	$ 1,133	$ 8,377	2,428	18,706	92,423	702,800	14%	13%	13%
Air Freight Forwarders[1]	$ 6,804	$ 13,350	20,094	42,796	201,065	515,638	51%	47%	39%
Airborne	na	4,437	na	13,504	46,760	108,403	–	–	43
AirLand	177	205	665	850	3,619	6,855	86	78	53
C.F. Air Freight	115	184	416	593	2,401	4,829	62	70	50
Domestic Air Express	1,268	1,598	4,590	4,850	na	na	73	95	–
Emery	1,082	5,645	3,104	16,160	44,511	195,533	19	19	23
Nove	332	891	1,094	2,548	8,424	27,175	37	43	31
Profit By Air	582	660	2,172	2,285	9,410	12,473	88	95	75
Shulman	1,490	1,994	6,378	8,452	40,524	43,286	75	75	94
United Parcel Service (Air)[2]	1,132	1,132	3,761	3,761	na	na	100	100	–
Wings and Wheels	626	1,041	2,014	3,297	15,714	27,930	60	61	56
WTC	na	2,018	na	5,370	29,702	89,154	–	–	33

na = unavailable

[1] Aggregate of carriers listed. Because of incomplete top 100 city-pair data, totals for revenue and pounds exclude Airborne and WTC.

[2] 18 city-pair markets.

Source: Exhibit Nos. REA-208, REA-209, REA-210; AFFA-IR-10A, AFFA-IR-10-B, AFFA-IR-10-C, AFFA-IR-10-D(Revised), AFFA-IR-10-E, AFFA-IR-10-F; CFAF-IR-10(e)(f); DAX-IR-11; EAF-9; UPS-IR-10; WWIR-II-9; WWIR-II-10(f).

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ELAPSED TIME SURVEY:
AIR EXPRESS SHIPMENTS AT 35 POINTS SURVEYED
June 3, 1971

	Number of Shipments Delivered Within						Total Shipments Surveyed
	6 Hours or less	6 to 12 Hours	12 to 24 Hours	24 to 36 Hours	36 to 48 Hours	More Than 48 Hours	
Atlanta	18	58	137	24	24	3	264
Baltimore	4	13	56	23	25	6	127
Boston	15	10	74	24	72	13	208
Buffalo	18	6	52	16	41	0	133
Charlotte	8	8	37	14	8	1	76
Chicago	44	67	282	88	102	29	612
Cincinnati	7	19	49	9	33	0	117
Cleveland	12	16	83	29	9	4	153
Columbus	6	7	39	12	14	6	84
Dallas	26	37	137	42	29	3	274
Dayton	0	5	39	19	19	2	84
Denver	35	35	85	27	31	9	222
Detroit	34	73	173	44	57	13	394
Hartford	4	1	20	9	17	4	55
Houston	18	9	76	12	40	5	160
Indianapolis	16	17	39	13	2	2	89
Jacksonville	5	3	35	12	11	6	72
Kansas City	7	29	147	39	53	13	288
Los Angeles	19	51	198	35	18	5	326
Louisville	13	35	76	13	12	4	153
Memphis	14	27	86	14	2	0	143
Miami	11	10	77	12	35	1	146
Milwaukee	3	9	58	10	14	0	94
Minneapolis	18	31	104	26	37	5	221
Nashville	5	13	47	10	7	1	85
Newark	16	45	49	9	24	2	145
New Orleans	18	15	49	16	8	1	107
New York	22	54	230	96	229	66	697
Philadelphia	10	26	100	22	18	3	179
Phoenix	7	6	67	14	25	14	133
Pittsburgh	10	26	64	18	22	6	146
St. Louis	19	26	145	25	27	5	247
San Francisco	2	11	90	30	25	10	168
Seattle	2	2	46	17	37	2	106
Washington	25	25	119	35	65	20	289
35 CITY TOTAL	491	827	3165	858	1192	264	6797

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Page 2 of 3

ELAPSED TIME SURVEY:
AIR EXPRESS SHIPMENTS AT 35 POINTS SURVEYED
June 3, 1971

	Percent of Total Shipments Delivered Within					
	6 Hours or less	6 to 12 Hours	12 to 24 Hours	24 to 36 Hours	36 to 48 Hours	More Than 48 Hours
	%					
Atlanta	7%	22%	52%	9%	9%	1%
Baltimore	3	10	44	18	20	5
Boston	7	5	36	12	35	6
Buffalo	14	5	39	12	31	–
Charlotte	11	11	49	18	11	1
Chicago	7	11	46	14	17	5
Cincinnati	6	16	42	8	28	–
Cleveland	8	10	54	19	6	3
Columbus	7	8	46	12	17	7
Dallas	9	14	50	15	11	1
Dayton	0	6	46	23	23	3
Denver	16	16	38	12	14	4
Detroit	9	19	44	11	14	3
Hartford	7	2	36	16	31	7
Houston	11	6	48	8	25	3
Indianapolis	18	19	44	15	2	2
Jacksonville	7	4	49	17	15	8
Kansas City	2	10	51	14	18	4
Los Angeles	6	16	61	11	6	2
Louisville	9	23	50	9	8	3
Memphis	10	19	60	10	1	–
Miami	8	7	53	8	24	1
Milwaukee	3	10	62	11	15	–
Minneapolis	8	14	47	12	17	2
Nashville	6	18	55	12	8	1
Newark	11	31	34	6	17	1
New Orleans	17	14	46	15	7	1
New York	3	8	33	14	33	9
Philadelphia	6	15	56	12	10	2
Phoenix	5	5	50	11	19	11
Pittsburgh	7	18	44	12	15	4
St. Louis	8	11	59	10	11	2
San Francisco	1	7	54	18	15	6
Seattle	2	2	43	16	35	2
Washington	8	9	41	12	22	7
35 CITY TOTAL	7%	12%	47%	13%	18%	4%

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Page 3 of 3

ELAPSED TIME SURVEY:
AIR EXPRESS SHIPMENTS AT 35 POINTS SURVEYED
June 3, 1971

	Cumulative Percent of Total Shipments Delivered Within			
	12 Hours	24 Hours	36 Hours	48 Hours
Atlanta	29%	81%	90%	99%
Baltimore	13	57	76	95
Boston	12	48	59	94
Buffalo	18	57	69	100
Charlotte	21	70	88	99
Chicago	18	64	79	95
Cincinnati	22	64	72	100
Cleveland	18	73	92	97
Columbus	15	62	74	91
Dallas	23	73	88	99
Dayton	6	52	75	98
Denver	32	70	82	96
Detroit	27	71	82	97
Hartford	9	45	62	93
Houston	17	64	72	97
Indianapolis	37	81	96	98
Jacksonville	11	60	76	92
Kansas City	12	64	77	95
Los Angeles	21	82	93	98
Louisville	31	81	90	97
Memphis	29	89	99	100
Miami	14	67	75	99
Milwaukee	13	74	85	100
Minneapolis	22	69	82	98
Nashville	24	79	91	99
Newark	42	76	82	99
New Orleans	31	77	92	99
New York	11	44	58	91
Philadelphia	20	76	88	99
Phoenix	10	60	71	89
Pittsburgh	25	69	81	96
St. Louis	18	77	87	98
San Francisco	8	61	79	94
Seattle	4	47	63	98
Washington	17	59	71	93
35 CITY TOTAL	19%	66%	79%	96%

Note: Detail may not add to total due to rounding.

Source: REA Company records.

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Exhibit No. REA-35a (Amended)
Page 1 of 4

COMPARATIVE ELAPSED TIME SURVEY:
REA AIR EXPRESS, AIR FREIGHT FORWARDERS AND DIRECT AIR CARRIERS

A survey comparing the elapsed time of shipments from origin to destination via the three air cargo modes has been conducted. Test shipments were made on August 9 and August 12. The methodology and coverage are described in the testimony of Mr. Cole.

The primary reason why shippers and receivers of small shipments use air service is to save time. Therefore, Air Cargo services are best measured by delivery performance on "the next day" (i.e., the first business day following the day of carriers' pickup at origin).

The following chart shows that in the elapsed time survey:

REA Air Express delivered	- 45.8% on the first day;
All air freight forwarders delivered	- 25.2% on the first day; and
Direct air carriers delivered	- 25.0% on the first day.

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Elapsed Time from Pickup to Delivery of Test Shipments

Business days	REA Air Express	All Air Freight Forwarders 2/	Direct Air Carriers
1	45.8%	25.2%	25.0%
2	41.7	56.1	51.4
3	9.0	11.2	12.5
4	2.1	1.2	2.1
5	.7	1.1	1.4
6	.7	-	-
Delivery unreported 1/	-	5.2	7.6
Total	100.0%	100.0%	100.0%

1/ Includes 2 shipments refused by direct air carrier and 1 shipment direct air carrier refused to deliver without payment of an additional delivery charge, notwithstanding fact shipment was tendered for door-to-door service; shippers have been asked to secure evidence of delivery on balance of unreported shipments and Exhibit will be further amended on the basis of later information elicited by this request.

2/ "All Air Freight Forwarders" means that Emery Air Freight shipments in the survey were weighted to all air freight forwarder shipments in the survey based on Emery's revenue for Calendar 1970 as a percent of all Air Freight Forwarder revenue for 1970.

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This survey also points up several significant facts concerning small air shipments:

1. REA Air Express charges are some 44% less.

   On 44 sets of identical shipments in the elapsed time study, average charges per shipment were

By REA Air Express	$ 9.96.
By Air Freight Forwarders	$17.22.
By Direct Air Carriers	$19.07.

2. Air freight forwarder and direct air carrier shipments involve an inefficient proliferation of paper involving the creation of as many as 3 or more freight bills for one shipment.

   Typically, on an air freight forwarder shipment, this will include the forwarder's bill; the bill(s) of one or more direct air carriers; and the bill of a delivering carrier or drayman.

   On a direct air carrier shipment, it will include the freight bills of one or more direct air carriers and the bill of the delivering carrier or drayman.

3. In a number of instances, there is little to distinguish the service of air freight forwarders and direct air carriers at destination. For example, on shipments from Chicago to Rome, Georgia in the elapsed time study, the same carrier (Theatre Service Company) was utilized to effect delivery from Atlanta - by Eastern Airlines, by Emery Air Freight and by Shulman Air Freight.

   Under an air express concept, how could this one delivering carrier provide priority?

4. When it is to their advantage, air freight forwarders turn to REA Air Express. To date, in the elapsed time study, we have discovered evidence of this in several instances. For example,

   On test shipments, New York to Champaign, Illinois, Wings and Wheels put the shipments into REA Air Express service at Chicago for delivery to the consignee at Champaign.

   On at least one of the two test shipments, Los Angeles to Columbia, South Carolina, Airborne Freight used REA Air Express from Los Angeles to an agent or delivery-man at West Columbia.

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Page 1 of 35

SHIPPER SUPPORT FOR REA AIR EXPRESS

Expressions of shipper support for REA Air Express are contained in this Exhibit. The first part of the Exhibit summarizes the results of the survey conducted on June 9, 1971. All percentages are in terms of the 175 questionnaires returned to REA unless the context indicates that the percentages are in terms of the number of replies to a particular question. In the second part of the Exhibit, recent expressions of support of particular shippers are set forth.

Part I

1. Reasons for using REA Air Express:

(a)	Nationwide coverage:	93.7%	(164)
(b)	Faster transit time than other air services:	60.6%	(106)
(c)	Service at off-line points:	57.7%	(101)
(d)	Problems with other carriers:	26.9%	(47)
(e)	Service to certain markets:	17.1%	(30)
(f)	Commodities other air carriers will not handle:	14.3%	(25)
(g)	REA's lower rate:	11.4%	(20)

The respondents mentioned a large number of assorted additional reasons for using REA Express, which are summarized in pages 5 and 6 of this Exhibit.

2. Will you continue to use REA Air Express in the future?

100% of the shippers replying stated that they will continue to use REA Air Express in the future.

3. Other air services used:

(a)	Air freight forwarders:	65.7% (115)
(b)	Airline air freight:	69.7% (122)
(c)	Air parcel post:	68.0% (119)
(d)	U.P.S. Air:	40.0% (70)
(e)	Other (such as shipper cooperatives and charter flights):	0.4% (7)

4. Have you had problems getting other air carriers and freight forwarders to pick up your shipments?

Of the shippers replying to this question, 21.7% (31) stated they had had such problems; 79.3% (112) stated they had not.

5. Have other air carriers or air freight forwarders refused service?

4.8% (7) of the shippers who replied to the question stated that service had been refused on certain commodities, and 10.3% (10) of the shippers who replied to the question stated that they had been refused service from or to certain points.

Many shippers answering the questionnaire gave examples of service problems they had experienced in using other air cargo services. Some of these comments are summarized at pages 7 through 10 of this Exhibit.

6. The final question asked whether the shippers would use REA Express if it became an air freight forwarder.

Of those answering the question, 96.6% (141) said they would; 3.4% (5) said they would not.

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Sample of Commodities Responding Shippers Move by REA Air Express

Human Eyes

Blood

TV Films, Tape

Electronic Parts and Components

Live Animals and Fish

Laboratory Instruments and Animals

Aircraft Parts and Accessories

Missile Parts

Stockholder Reports

Stamps

Drugs

Surgical Supplies

Food

Rifles, Ammunition, Small Arms

Animal Heads (rabies suspects)

Cameras, Accessories, Parts

Jet Engine Parts

Records, Tapes

Greeting Cards

Blood Plates, perishable

Radium and Radon

Drugs

Precious Metals

Geophysical Data

Furs and Fur Coats

Watchbands

Chemicals

Clothing

Appliances, TV's

Watches

Springs

Printed and Advertising Matter

Frozen Bull Semen

Art Objects, Paintings, Antiques and Items of Value

Personal Effects

Shoes, Handbags

Automotive Parts

Pharmaceuticals

Cardiology Equipment

Sample of Reasons Responding Shippers Gave for Using REA Air Express

No middle man delay - TV must have priority. (WDBJ-TV)

Service consistently good with no complaints. (Leviton Mfg. Co., Inc.)

"Requisite Priority" - "REA Air Express is more reliable to off-line points. REA Air Express picks up and delivers door to door, does not tender shipments to an agent." (Weisfield's, Inc.)

REA will insure packages, others will not. (University of Mississippi Medical Center)

Total service offered. (Taconic)

Good service - good rate structure. (Coors Porcelain Co.)

No extra charge for pickup and delivery. (Downtown Airpark)

Armed surveillance coverage for Government shipments. (Avco Lycoming)

"Ability to receive shipment at terminal within 30 minutes after flight arrival. Other services are more expensive and cannot handle the shipments on the tight schedule our competitive situation demands." (Perfect Photo, Inc.)

"Service is satisfactory. No reason for change." (Shell Oil)

"Will route fastest routes as time is of the essence. Very courteous and obliging." (Colorado Eye Bank)

"Ease and convenience of waybills, faster and easier to make up. Quickness and convenience of service (checking shipments and such)." (KPTV - Oregon Television, Inc.)

"Ability to trace shipments." (Motion Picture Labs, Inc.)

"Consistent service (usually very good)." (Capitol Records)

"Reliability." The other carriers "simply are not consistently reliable." They "sputter." (G. D. Searle & Co.)

"A lot of other carriers will not handle snakes." (Snake Farm)

"Single-line responsibility." (Arrow-Hart, Inc.)

"REA pickup and delivery saves us time and expense." (Geodata Service, Inc.)

"Armed Guard Service." (Bell Aerospace)

"Care in handling fragile electronics and instruments. Courteous and prompt delivery." (Aumat-20, Inc.)

"I ran a survey recently and found Air Express to do as good and many times, better, a job as the premium priced forwarder at a much lower rate." (Beck Engineering)

"Improved service and concern for shippers' problems." (Birdsboro Corporation)

"Overnight service -- pickup after close of business and delivery before opening of business. Close liaison for recovery after mishap from weather, strike, mechanical failure, etc." (Prentice-Hall)

"Very few claims for breakage. Reasonable insurance costs." (Hansen Bros. Transfer & Storage Co.)

"Regular pickup and delivery -- more equipment on street." (Nielsen Lithograph Co.)

"Small towns not served by other air carriers." (Neiman Marcus)

"Security Signature Service and Armed Guard Protective Security Service for Proposals." (Cornell Aeronautical Laboratory, Inc.)

"Convenience of regular and dependable pickup service." (Show Biz, Inc.)

"Precious metals - Armed Surveillance Service." (J. M. Nay Co.)

"Some (other air carriers) will not handle Radioactive Materials." (Radium Chemical Co., Inc.)

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Sample of Problems with Other Carriers Cited by Responding Shippers

American Standard

Transfers - Emery, ABC and Flying Tiger. Late afternoon pickup - Emery and Flying Tiger.

Arrow-Josias

Delayed Shipments - Emery.

Aumat-20, Inc.

Air freight forwarder slow delivery and outrageously priced for services performed. Delays, compared with Air Express.

Bantain Division

Ozark has refused heavy and bulky articles.

Bell Aerospace

Air freight forwarders - no traceability and many don't make daily deliveries.

Bendix Fluid Power Division

Tracing problems with air freight forwarders, American and Mohawk.

Birdsboro Corp.

Delays with Air Parcel Post.

Al Campisano Fruit Co.

Air freight forwarders refuse perishables.

Carborundum

Emery - No cooperation when submitting bill for payment.
U.P.S. Air - Limited service.

Cedar Rapids TV Co.

Air freight forwarders and airliner - too expensive.
Air Parcel Post - Costs about the same as REA and slower.

Central New York Eye Bank

Emery - cost problem.
Air Parcel Post and U.P.S. Air - Very slow.

Connecticut Valley Bio. Supply

Airlines - live specimens in poor condition.
Air Parcel Post - refuses live animals.

Custom Tape and Label

Emery and Airborne - delayed service.
United Airlines - delayed service.
Airborne - pickup problem - "just plain bad service."

Dial Finance

Air freight forwarders and airline minimums too high.
Air Parcel Post - too expensive.

Downtown Airpark

Air Parcel Post - delivery time problem.
Air freight forwarders - extra charges for pickup and delivery.
Paint refused by other air carriers.

Dura-Sell

Emery Air Freight - bad pickup problems. "It took two days for them to come and we called constantly."
U.P.S. Air - always strikes.

EVE/Screen Gems Video Service

U.P.S. has refused "film tape."

Fabulous Felines, Inc.

Air freight forwarders - lost shipment.
Airlines - overcharged.
Pickup problems - all airlines.
Mohawk and Allegheny - refuse cats.

M. H. Fishman

Doesn't use other air carriers - too selective. Other carriers refuse watches and TV's.

Formfit Rogers

Tracing problems - American.

Gators of Miami, Inc.

Air freight forwarders, Air Parcel Post and U.P.S. Air will not carry livestock. Airlines have restrictions on what they will carry.
National - no snakes.
Delta - no animals.
Northwest - no monkeys.
TWA - problems with C.O.D. shipments.
Emery - has generally refused service.

International Rectifier

"Pickup service so unreliable that facilities were made so that International Rectifier delivers all Air Freight shipments to the various carriers at the airport terminals."

All other carriers refuse to handle gold plating solutions because they have no permits.

"All air freight forwarders refuse to serve New York City."

John's Photo Service

Airlines - Not adequate pickup service.
Air freight forwarders - Delay.

"We have attempted to secure services of other carriers but have not found any service that will make our pickups and forward to us except at exorbitant costs."

Kantital Corp.

Eastern Airlines and Air Parcel Post - In transit delays.

KYTV

U.P.S. Air has refused film and tape.

Leviton Manufacturing Co.

"Airlines don't want small shipments." Air Parcel Post "slow and expensive." U.P.S. Air is "slow." "Without exception an air carrier will not pick up on the same day he is called."

Little Rock Airmotive

U.P.S. Air - "Long delays."

Mass. Mutual Life Ins. Co.

Air freight forwarders - Erratic service.
High airline minimums.
Air Parcel Post cost high.
U.P.S. Air - Delivery time problems.

E. R. Moore Co.

Air freight forwarders - "Too expensive, all of them."
Airlines - "cost for pickup and delivery."
Air Parcel Post - "Too slow."
U.P.S. Air - "Does not serve all areas."

Oak Hill Kennels

Airborne Air Freight recommended REA.

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Perfect Photo, Inc.

Airlines and Air Parcel Post - "Slow service." EAL, DC. "Once tried to make arrangements with Airborne to handle our early morning outgoing shipments - they couldn't open early enough with consistency to stay with them (5-6 A.M.)."

Radium Service Corp. of America

Poor delivery.

G. D. Searle & Co.

"Our main complaint against the other air carriers are the loss - theft and damage claims - endless red tape."

W. A. Sheaffer Pen Co.

Emery - "Call them but doesn't get picked up until the next day." Commodity restrictions on gold and silver.

Southwest Airmotive

Pickup problem - "Emery Air Freight - Call in early A.M. one day and pickup will be late P.M. next day."

Stuart Pharmaceuticals

Airborne and Jet Air Freight, slow.

Thico Products Corporation

Air freight forwarders - "Too expensive."
American, United, Mohawk and Allegheny - "Tracing not good."
Air Parcel Post - "No forwarding record."

M. Wile & Co., Inc.

Air freight forwarders and airlines - "Poor service."

WSJV-TV

Novo Air Freight - "Slow delivery."

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Part II

WILLIAM K. BENSON

My name is William K. Benson, and I am the Vice President for Operations of the Texas Inbred Mice Company, 305 Almeda - Genoa Road, Houston, Texas 77047. I am in charge of meeting the transportation needs of my company, which is in the business of breeding and distributing live laboratory animals.

The Texas Inbred Mice Company relies heavily on REA Air Express. Last year we used it for the movement of approximately 5,000 shipments of over 120,000 laboratory animals from Houston, Texas, to destinations all around the country. In 1972, we intend to continue to use REA Air Express for the movement of our business, for at least 5,000 to 6,000 shipments.

REA Air Express is essential to our transportation needs. Our business requires the consistently expeditious one day service which REA Air Express has been providing. We have found no other service which will meet our needs. In addition, only REA offers the wide coverage we require.

I also support REA's application for air freight forwarding authority, because of REA's broad geographic and commodity coverage.

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ROLAND J. BROWN

My name is Roland J. Brown and I am the Assistant Manager of Euclid, Inc., 4981 Pontiac Street, Commerce City, Colorado 80022, which is in the business of manufacturing earthmoving equipment parts. I am responsible for its transportation. We rely heavily on REA Air Express. Last year we used this service for the movement of approximately 1200 shipments of machine parts from Commerce City to fifty cities.

In 1972, we intend to continue to use REA Air Express for the movement of our business and anticipate that we will send at least 1500 shipments during the course of that year.

REA Air Express is essential to our transportation needs. Our business requires the expeditious service which REA Air Express priority has consistently been providing. We have found no other service which will meet our needs. I have used Airborne and found their services to be too slow and inconsistent. As an example, Airborne service takes approximately four days between Denver and Phoenix. REA provides us with one day service between these points.

I support REA's application for air freight forwarding authority.

THIERRY H. de BREMOND

My name is Thierry H. de Bremond, and I am the Manager of the Order Department of Microbiological Associates, Inc., 4733 Bethesda Avenue, Bethesda, Maryland 20014. I am responsible for directing and controlling Microbiological's transportation requirements. My company manufactures biological products, such as, cat serum, cell cultures, media, reagents to detect specific illnesses. We rely heavily on REA Air Express. In 1970 we sent 9500 shipments of biologicals and laboratory animals on REA Air Express from two forwarding points to 50 destinations. In 1971 we anticipate that we will forward a minimum of 10,000 shipments during the course of the year.

REA Air Express is essential to our transportation needs because it provides the consistently expeditious service which we require. We have found no other service which will meet our needs. I have used Wings & Wheels and Emery Air Freight and found their services slower and less consistent than Air Express. As an example, Wings & Wheels has taken approximately 3 days between Washington and Atlanta. REA Air Express service consistently provides us with one day service between these points.

We have offered such shipments of research animals to Wings & Wheels and they have been refused.

I also support REA's application for air freight forwarding authority.

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JACK C. DUGGIN

I am Jack C. Duggin, Director of the Blood Bank Foundation, 1921 Broadway, Nashville, Tennessee 37202. In this capacity I am responsible for fulfilling our transportation requirements in the best manner possible.

The Blood Bank Foundation relies heavily on REA Air Express. In 1970 we used it to ship approximately 700 shipments of whole blood from 2 originating to 40 destination points. In 1972, we plan to use REA Air Express for the movement of blood, and anticipate that we will use REA for at least 750 - 800 shipments.

Our business requires the consistently expeditious service which REA Air Express provides. We have found no other service which will meet our needs. I have used several air freight forwarders but they have only provided service which is too slow and inconsistent for our needs. As an example, Airborne's service takes approximately 2 days between Nashville and Florida. REA consistently provides us with 24 hours or less service between these points.

The Blood Bank supports REA's application for air freight forwarding authority.

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SOL GOLDSTEIN

I am Sol Goldstein, Executive Vice-President & Treasurer of The Goldstein Co., Inc., 1011 3rd Avenue, North, Birmingham, Alabama. My company is in the retail and wholesale furs business. Last year we sent 1500 shipments of furs via REA Air Express from 8 originating communities to 15 destination points. In 1972, we will send 1000 shipments or more via REA Air Express. This decrease is due to fluctuation in my business, and not to any dissatisfaction with REA's service.

REA is essential to our transportation needs, which require the expeditious service which it provides. We have found no other service which will meet our needs. I have used several air freight forwarders, but their services were unsatisfactory because they were slow and inconsistent. As an example, air freight forwarder service takes approximately 5 days between New York and Birmingham; in addition, shipments of furs between New York and Birmingham have been refused by some air freight forwarders. REA consistently provides us with 2-day service between New York and Birmingham.

Finally, air freight forwarders do not have the geographic coverage necessary for our needs. During the last year, we shipped furs via REA to such points as Lumberton, N. C., and Rogers, Ark.

Only REA Air Express has the requisite speed, commodity coverage, and geographic coverage to meet the needs of my company. I support REA's application for air freight forwarding authority because of REA Express' broad geographic and commodity coverage.

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RICHARD HART

I am Richard Hart, Traffic Coordinator of Handy & Harman Company, 1770 Kings Highway, Fairfield, Connecticut 06430, which is in the metals and/or metal alloys business. We rely heavily on REA Air Express to handle part of our precious metal shipments. Other shipments are sent by registered mail. Last year, for example, we used it for the movement of approximately 200 shipments of precious metals from approximately 100 origin points.

We plan to use REA Air Express in 1972 for the movement of some of our business and anticipate that we will send a minimum of 200 shipments during the course of the year.

REA Air Express is essential to our transportation needs, since our type of business requires the consistently expeditious service which they have been providing. In shipping precious metals, we have found no other air service which will completely meet our needs. I have used air freight forwarders and found all of their services to be lax on security and very bad on paying claims. I have specifically found this to be true of Emery Air Freight. REA has been security-minded and very knowledgeable with our type of freight. In addition, REA Air Express carries precious metals with full insurance value. We have offered such shipments to air forwarders such as Domestic Air Express and they have been refused.

Also, only REA has the broad geographic coverage which we require. We have sent shipments to such points as Port Huron, Michigan via REA.

In summary, only REA Air Express offers the type of coverage we require and without this coverage we would not be able to ship a lot of our precious metals products. We otherwise would have to use registered mail, which will not take large shipments. We would therefore have to break down one shipment into parts, and would be unable to ship large pieces. This would cause us to lose a great deal of revenue. I also support REA's application for air freight forwarding authority, because of REA Express' broad geographic coverage.

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VICTOR L. HENKEL

My name is Victor L. Henkel and I am the Traffic Manager of Gugler Lithographic Co., 1339 North Milwaukee Street, Milwaukee, Wisconsin. In this capacity I am responsible for our transportation. My company is in the printed advertising business. We rely heavily on REA Air Express.

In order to meet advertising deadlines we make heavy use of air transportation. Many of our destinations are off-airport points, including such points as Paragould, Arkansas, Hearne, Texas, and Pampa, Texas. REA Air Express with its wide coverage of one carrier responsibility, which the forwarders do not provide, has proven very effective for our type of business.

Last year we made over 2400 REA Air Express shipments from Milwaukee, Wisconsin to over 300 destinations. Of this over 200 destinations receiving over 1500 shipments were off-airport.

In our opinion no other air carrier can give the service we need to as many destinations as we ship to.

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JOSEPH H. KLOSTERMANN

My name is Joseph H. Klostermann. I am Executive Assistant-Traffic of Emerson Electric Co., whose world headquarters are located at 8100 Florissant Avenue, St. Louis, Missouri 63136. My company is a manufacturer of a complete line of electrical products, power transmission equipment and tools.

This corporation, its division and subsidiaries rely heavily on REA air express as evidenced by movement of over 18,564 shipments via this service in our fiscal year 1970. Our products are marketed nationally in the United States and throughout the world. This activity required REA air express service on shipments to our customers as well as incoming shipments of supplies.

Only REA air express offers the wide geographic coverage that we need. As shown by the attached appendix, our divisions and subsidiaries are spread throughout the country, many of them in small communities. Thus the following affiliates and divisions are located in small communities served by REA:

BROOKS INSTRUMENT DIVISION - Statesboro, Georgia

BROWNING MANUFACTURING DIVISION - Marysville, Kentucky

CROMOLAX COMFORT CONTROL DIVISION - Bennettsville, S.C.
Murfreesboro, Tenn.

ELECTRONICS AND SPACE DIVISION - Mt. Pleasant, Iowa

EMERSON MOTOR DIVISION - Kennett, Missouri
Oxford, Mississippi
Paragould, Ark.
Rogers, Ark.
Russellville, Ky.

IN-SINK-ERATOR DIVISION - Racine, Wisconsin

RIDGE TOOL DIVISION - Elyria, Ohio

SPECIAL PRODUCTS DIVISION - Paris, Tenn.

U. S. ELECTRICAL MOTORS DIVISION - Philadelphia, Miss.
Prescott, Arizona

WHITE-RODGERS DIVISION - Batesville, Ark.
Brunswick, Mo.

We have used air freight forwarders for certain shipments. We have had poor service by Jet Air Freight. Jet advised us that they booked space on aircraft flying from Ft. Worth, Texas, to St. Louis, but our shipments were "bumped" off. We changed our routing to REA air express and this problem was overcome and the service provided.

In 1972, we intend to continue to use REA air express service for the movement of shipments and we anticipate we will forward a minimum of 20,000 shipments during our present fiscal year. Our requirements dictate the need for the consistently expeditious service and wide geographic coverage provided by this company, and REA air express is, therefore, essential to our transportation needs.

We support REA's application for air freight forwarding authority.

APPENDIX

ALCO CONTROLS DIVISION	- St. Louis, Missouri
ALCO CONTROLS DIVISION	- Clarksville, Tennessee
ARTOLITE DIVISION	- Garfield, New Jersey
ARTOLITE DIVISION	- Honeoye Falls, New York
BROOKS INSTRUMENT DIVISION	- Hatfield, Pennsylvania
BROOKS INSTRUMENT DIVISION	- Statesboro, Georgia
BROWNING MANUFACTURING DIVISION	- Maysville, Kentucky
CHROMALOX COMFORT CONTROL DIVISION	- Bennettsville, South Carolina
CHROMALOX COMFORT CONTROL DIVISION	- Monroeville, Pennsylvania
CHROMALOX COMFORT CONTROL DIVISION	- Murfreesboro, Tennessee
DAY-BRITE LIGHTING DIVISION	- St. Louis, Missouri
DAY-BRITE LIGHTING DIVISION	- Tupelo, Mississippi
DAY-BRITE LIGHTING DIVISION	- Sunnyvale, California
MC PHILBEN LIGHTING DIVISION	- Melville, New York
OMEGA LIGHTING DIVISION	- Melville, New York
ELECTRONICS AND SPACE DIVISION	- St. Louis, Missouri
ELECTRONICS AND SPACE DIVISION	- Mt. Pleasant, Iowa
EMERSON MOTOR DIVISION	- Kennett, Missouri
EMERSON MOTOR DIVISION	- Oxford, Mississippi
EMERSON MOTOR DIVISION	- Paragould, Arkansas
EMERSON MOTOR DIVISION	- Rogers, Arkansas
EMERSON MOTOR DIVISION	- Russellville, Kentucky
ELECTRO-AIR DIVISION	- McKees Rocks, Pennsylvania
FISHER RADIO DIVISION	- Long Island City, New York
FISHER RADIO DIVISION	- Milroy, Pennsylvania
IN-SINK-ERATOR DIVISION	- Racine Wisconsin
KOLLMAN MANUFACTURING DIVISION	- Erie, Pennsylvania
IRON FOUNDRY DIVISION	- New Philadelphia, Ohio
NU-WAY BURNER	- Milan, Illinois
RIDGE TOOL DIVISION	- Elyria, Ohio
SPECIAL PRODUCTS DIVISION	- Paris, Tennessee
SUPREME PRODUCTS DIVISION	- Chicago, Illinois
SPECIAL PRODUCTS DIVISION	- Albion, Indiana
THERMO-DISC DIVISION	- Mansfield, Ohio

APPENDIX (Continued)

U. S. ELECTRICAL MOTORS DIVISION	- Milford, Connecticut
U. S. ELECTRICAL MOTORS DIVISION	- Stanton, California
U. S. ELECTRICAL MOTORS DIVISION	- Mena, Arkansas
U. S. ELECTRICAL MOTORS DIVISION	- Philadelphia, Mississippi
U. S. ELECTRICAL MOTORS DIVISION	- Prescott, Arizona
E. L. WIEGAND DIVISION	- Pittsburgh, Pennsylvania
TUTTLE DIVISION	- Kirkland, Illinois
PACIFIC CHROMALOX	- Colton, California
GREENVILLE TUBES DIVISION, E. L. WIEGAND	- Greenville, Pennsylvania
WHITE-ROGERS DIVISION	- St. Louis, Missouri
WHITE-ROGERS DIVISION	- Batesville, Arkansas
WHITE-ROGERS DIVISION	- Brunswick, Missouri

Revised June, 1971

DEL LANE

My name is Del Lane. I own Trailane Kennels, Route 1, Soldier, Kansas 66540. For the past 20 years I have shipped approximately 900 shipments of dogs (5,000 dogs) a year via REA Air Express. I have never had to file a damage claim on these shipments in 20 years.

If REA Air Express did not provide service, there would be no delivery service available for 75% of my present customers. Since I have to sell 100 dogs a week or go out of business, and since my consignees will not pick up shipments, I would be forced out of business if REA Air Express discontinued its services. I have invested over $100,000 in this business which would be lost.

I am also on the Board of Directors of the Kansas Pure Bred Dog Breeders Association. In that capacity, I can say that many other dog breeders will go out of business if REA Air Express is forced to discontinue its services. Many local dog breeders are farmers who make needed supplemental income from dog breeding. This would be lost to them should REA Air Express go out of business.

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GLEN D. MaGEE

My name is Glen D. MaGee. I am President of the Waurika Chamber of Commerce, Waurika, Oklahoma. REA Air Express Service is very important to the economy of this town in that it provides the distribution necessary for the sale of birds which we breed here, and the Waurika Chamber of Commerce discussed the importance of that service at our meeting in June. The termination of REA Air Express Service would bring about many hardships for many people and many families all over the Southern part of Oklahoma and the North part of the State of Texas.

Some 250 families in this area depend wholly on bird raising for their livelihood, and another 200 widows and widowers raise birds to supplement their livelihood, I hesitate to estimate the total number of families that raise birds as a side line, but this is a big factor in our over-all economy. We are not talking about thousands of dollars, but about from one-half to one million dollars a year. Bird raising is the largest industry we have. It is very very important to this community for REA Air Express Service to continue.

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JOHN A. MILTENIS

My name is John A. Miltenis, and I am the Assistant Manager, Transportation Rates & Routes, Western Electric Company, Incorporated ("Western"), 222 Broadway, New York, New York 10038.

Western is the manufacturing and supply unit of the Bell System. It is committed to provide its customers with the very best service available in arranging for the delivery of telephone equipment, materials and supplies. We have in the past and will in the future make extensive use of REA Air Express service.

In the year 1970 we moved upwards of 200,000 shipments, weighing about 7,000,000 pounds, from and to approximately 50 of our manufacturing and distribution locations. REA Express received nearly $2,750,000 in revenue from these shipments.

There is every reason to believe that not only will we continue as heavy users of REA Air Express service, but there will be substantial increases in all the figures cited in the preceding paragraph.

Over the years we have come to depend on REA Air Express to supply, as required, consistently expeditious service. No other air priority service appears to be capable of furnishing comparable dependability.

Through its Protective Signature Service and Armed Guard Surveillance, REA Air Express is the only one affording the protection needed for our many shipments of precious metals which move between our plants and from fabricators and refiners to those plants.

To us, one of the most valuable of REA Air Express' services is its extensive geographic coverage under single-line responsibility. We know of no Air Freight Forwarder service which compares with this coverage.

Western takes no position on the REA Air Express application for air freight forwarder authority.

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JERRITT S. MORTENSEN

My name is Jerritt S. Mortensen and I am the Assistant Traffic Manager of Raychem Corporation, 300 Constitution Drive, Menlo Park, California 94025. I am responsible for the outbound movement of finished goods and the inbound movement of raw materials. We primarily manufacture insulated copper wire and heat-shrinkable plastic articles.

REA is our primary method of shipping small items by air. In the past year, we have averaged approximately 20 outbound Air Express shipments per day to points throughout the United States. We have a continuing need for the services of REA Air Express as a vital part of our distribution system and anticipate that our use of REA will increase along with the growth of our company.

REA provides a unique air transportation service; freight is not held for consolidation but is forwarded on the next available flight. REA Air Express provides reliable next day delivery service. REA Air Express provides a 24 hour, 7 day a week service at major airport cities. By contrast, air freight forwarders normally offer a 16 hour, 5 day week and limited weekend services. Finally, REA Air Express follows the shippers' exact routing instructions without additional charge, whereas the forwarders do not. This enables shippers to meet specific flights and speed up the service.

Many of our products are sold in smaller cities where air freight forwarders are unable to give consistently good service and often impose high advance trucking charges. On the other hand, REA Air Express uses the services of such smaller airlines as North Central, Allegheny, Frontier, Ozark, Piedmont, Southern, and Texas International, in coordinated service with the largest airlines to take our packages by air into the smallest airports. Recently, we have made important shipments by REA to Hickory, North Carolina, Beckley, West Virginia, Roswell, New Mexico, Hayden, Colorado, and Pascagoula, Mississippi. Only REA can provide the consistently high level of service that we require to all airport cities.

The high priority of REA Air Express coupled with its ability to move freight by aircraft directly into small airports as well as large ones makes REA Air Express an essential transportation service in the movement of our company's products.

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RONALD E. PAZZI

My name is Ronald E. Pazzi, and I am the Controller of the ICN-Chemical & Radioisotope Division, 2727 Campus Drive, Irvine, California 92664. In this capacity, I am responsible for directing and controlling our transportation requirements. My company is in the fine chemical manufacturing business. We rely heavily on REA air express. Last year, for example, we used REA for the movement of approximately 3,000 shipments of radioactive compounds from Irvine, California, and Buffalo, New York, to 300 cities.

In 1972, we intend to continue to use REA air express for the movement of shipments in our business and anticipate that we will forward a minimum of 3,500 shipments during the course of the year.

REA air express is essential to our transportation needs. Our business requires the consistently expeditious service which REA air express priority has been providing. We have found no other service which will meet our needs. I have used Airborne Freight Corporation, WITS Air Cargo, Domestic Air Express and Emery Air Freight and found them to be too slow and inconsistent. As an example, Airborne Freight Corporation's service took approximately 7 days to ship radioactive compounds between Irvine, California, and Gainesville, Florida. As a result, the Dry Ice dissipated, the compounds rapidly decomposed, and they became of no value to our customers or to us. We have since filed suit against Airborne for this damage. REA air express service consistently provides us with 2-3 days service between these points.

We have offered our Dry Ice shipments of radioactive compounds to Profit By Air, but it refused them.

Only REA offers the broad coverage, geographically, that we require. We have shipped Dry Ice packed compounds between Irvine, California, and Athens, Ohio, by REA air express. We have offered the same type of shipments to Mark IV Air Freight between these points, which were refused because they did not serve those points. The air freight forwarders in general do not have the geographical coverage necessary for our needs.

In sum, only REA air express has the requisite priority, commodity coverage, and geographical coverage to meet our needs. I also support REA's application for air freight forwarding authority, because of REA Express' broad geographical coverage.

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DOLLY J. PRENZEL

My name is Dolly J. Prenzel, and I am a buyer in the Purchasing Department of Vanderbilt University, Nashville, Tennessee 37212. In this capacity I am responsible for Vanderbilt's transportation requirements. Vanderbilt relies heavily on REA Air Express. Though we are a consignee, we instruct our shippers to use REA Air Express if the need is urgent. Last year, for example, we used this service for the receipt of 2340 shipments of various commodities including live animals and perishables from 50 forwarding points throughout the United States.

In 1972, we intend to continue to use REA Air Express for the receipt of goods and anticipate that we will receive at least 2,000 shipments during the year.

REA Air Express is essential to our transportation needs. We receive live animal and perishable material shipments carried by REA within 24 hours. These items are essential to Vanderbilt's hospital, medical school and research facilities. If such items do not arrive within 24 hours, they will die or spoil. We must have a method of priority shipment or our institution will surely suffer.

In addition, only REA Air Express offers the wide coverage Vanderbilt requires.

I also support REA's application for air freight forwarding authority.

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PHILLIP R. SCOTT

My name is Phillip R. Scott. I am Assistant District Attorney of Jefferson County, Oklahoma. As such, I have the opportunity to observe persons from all walks and stations in life. Being a young man and recent Vietnam returnee, I am particularly interested in the youth in contemporary American life in my own community of Waurika, Oklahoma in particular and Jefferson County, Oklahoma in general. The implications of "modern day youth" touch on most of the thorniest social concerns in the history of this great nation--The rebellion of youth, radical protest, permissive morals, law-and-order and the work ethic versus the pleasure principle, among others.

It has been my observation, during my tenure as Assistant District Attorney, that young people who work either out of necessity or ambition get into far less trouble than those with much idle time on their hands. The parakeet industry in this and adjoining counties plays a big part in providing jobs for youngsters in an otherwise unindustrialized area. There are anywhere from five to ten high school graduates who become college graduates each year from this community due to "parakeet money savings account." I can vouch for that because I am one. Out of my high school graduation class of thirty-eight, thirty went to college, many on money provided by profits from parakeets. Few small communities can make that boast. I had the opportunity of being born to a man with a great deal of ambition, but who was, unfortunately, severely handicapped. He could very easily have been a dole on society

for the most of his adult life. However, he found that, regardless of his handicap, he could make a good living raising parakeets, as well as provide college educations for his three sons. I started college on money from parakeets saving in 1961 and finished my Juris Doctorate in 1969 on parakeet money provided by my father's handicapped efforts.

Another case that comes to mind is one wherein a father of a relatively large family had a heart attack at a very young age. He was forced onto the welfare rolls and his older children were provided the bare necessities of food, clothing, shelter and education. At least one of the older sons became what is considered by many, a bum due to the lack of opportunities in this rural area. He then found that with the help of his uneducated wife and youngest son that he could scratch out a better than subsistence level income by raising parakeets. He is now off the Welfare rolls as a productive self-sustaining citizen. His young son is now an electrical engineer serving as a computer expert with the United States Armed Forces.

There are countless other cases in point where young people have been kept out of trouble and obtained higher levels of education where working with parakeets have played a part therein, however, I do not feel it worthwhile to enumerate further.

In conclusion I would simply like to say that any curtailment or possible loss of said parakeet industry to Jefferson County, due to a loss of the ability to market by REA would strike a fatal blow, especially to our young people who are desperately fighting for a better future.

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PRYOR WAID

My name is Pryor Waid, and I am Executive Vice President of Farmers National Bank.

The parrakeet industry in and around Waurika and throughout this part of Oklahoma and into north Texas is very important to our economy and the lives of many of my customers. My records show that during the past 24 months our bank has loaned in excess of $100,000.00 to people going into the parrakeet business.

Most of my loans are in amounts of from $800.00 to $1,500.00 and to senior citizens who must have the income produced from their bird business to meet necessary living expenses. Many towns around the Waurika Area are now finding that this industry is the answer to the living expenses of many of our older people and is necessary supplemental to their fixed incomes. Our bank has made parrakeet loans as far back as 1950 and today other banks are realizing the potential of this industry to their older citizens.

Without Air Express this business is dead. Our older people will not have the necessary income to meet living expenses. The economy of this area will be hurt considerably. My own bank will suffer considerable losses in loans that we have made to assist these people better themselves. Air Express is vital in our opinion to this industry and without it many losses will be suffered and most of this loss will be by those who cannot afford it.

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HAROLD S. WRIGHT

I am Harold S. Wright, the Manager of Commercial Distribution of John H. Breck, Inc., 322 Main Street, Springfield, Mass. In this capacity I am responsible for satisfying our transportation requirements for advertising and sales promotion matter. Last year we used REA Air Express service to move approximately 1,200 shipments of advertising matter from Springfield to approximately 300 destination cities. In 1972, we anticipate that we will forward a minimum of 1,200 shipments.

We have been unable to find any other service which will meet our needs. I have used Emery Air Freight, but found its services too slow and inconsistent for our needs. For example, Emery takes approximately 5 days between Springfield and Hollywood, Florida, while REA provides us with 1-2 day service between these points.

Finally, only REA Air Express offers the wide coverage that we require and air freight forwarders do not. For instance, we have shipped advertising material from Springfield to such points as Beaverton, Oregon, Dover, N. J., Hackettstown, N. J., Uniontown, Pa., Downers Grove, Ill., Hamburg, N. Y., Barboursville, W. Va., and Torrance, Calif. Thus, the air freight forwarders do not have the geographic coverage necessary for our needs.

I also support REA's application for air freight forwarding authority because of REA Express' broad geographic coverage.